WIN THE CYCLE OF YR. DREAMS

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"Weekly Voice of Motorcycling"

CYCLE NEWS

15¢

OCTOBER 27 through NOVEMBER 2, 1966 VOLUME III NUMBER 42

T-J to La Paz Trek Sanctioned by AMA

RECORD TRY SET FOR MONDAY

Natives in their huts far distant from the hum of modern civilization will stare in wonder this Monday as four men and motorcycles, assisted by a mothering airplane, will attempt to ride the trackless length of Baja California.

Although the recent time of 39 hours and 58 minutes set by the Ekins Mulder Triumph team stands as the all-time record for the ride, no official record has been authorized by the American Motorcycle Association until now. The team will be observed by temporary referee Jean Carter of Dist. 37.

Co-sponsors Jack Baldwin and Bob Ewing, of Santa Monica and Mission Hills respectively, have selected two teams to consist of Ted Toupin, Oscar Thompson, Curt Gibson and Ewing. Toupin was the 1964 Canadian National Champion scrambler, so his team has an international flavor. Toupin and Thompson will ride BSA Victor motorcycles and Gibson and Ewing will pilot two A65 BSA Hornets. They plan to make it in 36 hours.

The sanction covers both teams and individual records, so next week we may have two new records to report. *(For additional comment see Cooley's Column on Page 4.)*

Photo by Dean Moon

SPEED TRIALS READIED SOUTH OF THE BORDER

Lately these weeks it seems that western U.S. motorcycle buffs are discovering Lower California. Cross country records, scrambles and road runs have already made the pages of Cycle News. And now comes the discovery of a nearby "Bonneville" of a dry lake that is said to be "perfect" for flat-out, high-speed timed runs.

Pioneered by well-known motorcycle entrepreneur Bill Martin of Burbank, the new Laguna Salada Dry Lake course is about 150 miles from Los Angeles, located at nearly sea level 18 miles west of Mexicali, Baja California.

According to Dean Moon, who took his funbikes down there recently, "when they say dry lake they really mean DRY!" Dean suggests that spectators and participants who plan to journey south for the Nov. 5th & 6th speed trials should take along plenty of drinking water.

-- ON THE INSIDE THIS WEEK--

Drags PAGE 17

Desert PAGE 14

NABS JAPANESE G.P.

Japanese Champion Nixon--- *Ah, so?*

For the first time in this generation an American racer ran away with a top-grade International road racing victory last week at the Japanese Grand Prix circuit near Mt. Fuji.

In besting his nearest opposition by almost a lap, Gary Nixon of Baltimore, U.S.A., wearing the familiar number 9 on his racing leathers, swung out with the Japanese National Championship title as well.

Riding a basically stock Yamaha YDS-3 against a sophisticated field of production racers, the cocky, funloving veteran of U.S. dirt tracks and road courses blasted his way to the lead and stretched it for almost the full 90 kilometers (approx 60 miles) of the race.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

SECOND CLASS
DATED MATERIAL

CALENDAR OF EVENTS

FRIDAY, OCT. 28th.

CLASS C FLAT TRACK – Ascot Park. Weekly ½ mile show at 183rd St. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, OCT. 29th.

CLASS C TT–Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C ½ MILE FLAT TRACK–Altamont Speedway, P.O. Box 1042, Livermore, Calif.

OCTOBER 28, 29 & 30, 1966

CUSTOM CAR, CYCLE AND BOAT SHOW – Long Beach Arena at Pine & Ocean in L.B. Sponsored by Saracens Car Club. Hours: Friday 7-12 p.m., Sat. 1-12 p.m., Sun. 1-10 p.m. Discount tix at Taco Bell restaurants.

SATURDAY, OCT. 29th.

ENTRIES CLOSE for DirtDiggers Grand Prix at midnight tonight.

OCTOBER 29th & 30th.

12th ANNUAL DEATH VALLEY MOTORCYCLE TOUR–By Motorcycle Tours, Inc. AMA sanct. Biggest tour of them all! 5000 riders from every state & country. 100 custom trophies. Entertainment, parade of antique cycles, McLaglen Drill Team performs, continuous movies, gifts for every official entry. Get official entry blanks at your motorcycle dealer. Only official mail entries fully completed and signed properly, received before Saturday, October 15, will be accepted.

SUNDAY, OCTOBER 30th

BOYS CLUB BENEFIT RUN – by Tacoma Yellow Jackets M.C. For info. write: 1918 S. G St., Tacoma, Washington.

TT SCRAMBLES–Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10 am, Racing at Noon.

SCRAMBLES – North Bay M.C. at Santa Rosa, California.

CLASS C SHORT TRACK – AMA sanct. at Ascot Park, 189 & S. Vermont Ave. Qualifying 1 p.m., Races start 2:30 p.m. J.C. Agajanian promotes.

SPORTSMAN TT – ACA sanct. at new TT course on Ventura Fairgrounds in Ventura (where else?). Pit gates open 10 a.m., Practice 11: first event at Noon.

SCRAMBLES–Staged by North Bay M.C. at Cotati Drag Strip 5 miles south of Santa Rosa. All classes, big trophies. Signup 9 to 11, practice 9-12, races start at noon. Class C traction. Phone LI 6-3903 or 5-2887 for more info.

1st ANNUAL BIG FOOT ENDURO-by Trinity Trailsters M.C. AMA sanct. approx. 4-hr. run. Classes: 0-125 A&B, 125 & 250 A&B, 250 Open A&B. Start at 9:01 am. Legal equip. requested. Entry fee $3.00. Trophies & pins. Any standard entry blank accepted. For info. on starting location, call or write; Trinity Trailsters, P.O. Box 177, Willow Creek, Calif. Phone 629-2153.

ALL-DAY PRACTICE SESSION – at Eastside Cycle Park, Tucson, Arizona. No charge, no nothin'. Just a chance to get gearing, etc., right that you want to run with, when the track opens November 15.

2nd ANNUAL BEAN RUN–by Whittier Rejects M.C. starts 8-11 a.m. at Le Bard & Underwood, 221 E. Imperial Hiway, La Habra, Calif. AMA point run. Sign-in for returning Death Valley riders will be at the Wrightwood turnoff in Cajon Pass. (free coffee & donuts at start). Get directions at start. Finish will close at 3pm. Meal tickets will be avail. for late arrivals. Trophies for poker hands, bean count, & sweepstakes. No machine judging. Beans, bread, beer, coffee & pop served. Entry $2.

HARE SCRAMBLES–at Hi Vista by Dyna-Mites M.C. Start 10 a.m. rain or shine. Dist. 37 point run. Separate start for 100cc & side hacks. Limed from Hi Vista Store, 200th St. & Ave. G.

TT SCRAMBLES at Prado Park by the Sportsmen and 4-Aces M.C.'s. Practice times: Trail bikes 8 a.m., 125-250 8:30, Big Bikes incl. novices 1 p.m. Dist. 37 points. Side hacks too!

FRIDAY, NOV. 4th.

CLASS C FLAT TRACK – Ascot Park, 183rd St. and Vermont, Gardena, Calif. Weekly ½ mile event. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, NOV. 5th.

20 LAP STATE CHAMPIONSHIP GRAND PRIX TT STEEPLECHASE Winner will be California State Champion for 1966. Ascot Park, 183rd and Vermont, Gardena, Calif. AMA Class C event, first race at 8:00 pm.

SAT. & SUN., NOV. 5 & 6

INTERNATIONAL M/C SPEED TRIALS – At new Laguna Salada course. Contact Bill Martin at 1329 Hollywood Way, Burbank, Cal. (213) 848-4375 for entry and info. Course is 18 miles west of Mexicali on Mexico Hwy. 2. Mail entries, close Oct. 29, 1966. Speed runs sunrise to sunset. 50cc to 3000cc per AMA rules.

SUNDAY, NOVEMBER 6th

HILL CLIMB – Presented by Explorer post 305 and Oakhurst Hillbilly M.C. Slant-shooting in all AMA classes. Trophies for all classes. Entry and spectator fee both $1. Kids under 12 free. Signup 9 a.m., practice 10 a.m. First go 1 p.m. Location: Milt Allen's Ranch on Hwy. 41, five miles North of Oakhurst, Calif.

HORSE VERSUS BIKE RACE – Horse named Jeff, motorcycle named Triumph. Betting permitted (even encouraged). Race will be marked off at 50, 75, 100 and 150 yards. Location: near Las Vegas, Nevada, "Up toward Sunrise Mtn. on top of pole line road." Time: 1 p.m. (or thereabouts). Barbecue at Pink Horse Bar following (it could be Jeff).

HARE SCRAMBLES–at Ponderosa Ranch presented by Jack Ross. Three 10-mile loops. Start 10 a.m. rain or shine. 15 miles E. of Lancaster on Ave. J. Trophies to 40% of entry. Trail bike novice trophies to 50% of entry. Presentation at 3 p.m. Entry fee $3. No cards needed. Overnight camping. Call (805) 942-0838 for information.

EUROPEAN SCRAMBLES–1st Annual "Brush-Bash" by Lions M.C. of San Diego, co-sponsored by Sage-Hoppers of Encinitas. AMA Event, at Encinitas. Limed from Interstate #5 (P.C. Hiway #101) and San Marcos Rd. at Encinitas. Lunchwagon, heads and ambulance. Practice 9:30am, first race 11am. Entrance fee $3.00, no admittance chg. For info., call Bob Gooding, (714) 753-2907.

GRAND PRIX ROAD RACE - 3rd annual ACA U.S.G.P. at Willow Springs Raceway. Professional event, $1,000 guar. or 40% of gate. Classes: 50, 100, 125, 175, 250, 350, 500, Open & Sidecar. Trophies in all prod. classes. Inq. Box 247, Fullerton, Calif. or phone (714) 847-7629. Post entries after Oct. 31, $25.00.

WASHINGTON STATE CHAMPIONSHIP COWBELL ENDURO – Mt. Baker M.C. at Bellingham. Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

HARE SCRAMBLES–Pacific Coast Championship by Polka Dots M.C. at Willeysville, Calif.

HARE AND HOUND–Cascade M.C. of Bend, Oregon. Start at 9:00 a.m. rain or shine. Follow the markers from the intersection of Highways 97 & 20 (3rd and Greenwood) in Bend. Entry fee: $2.00. For entries and information contact Cascade M.C. 136 Greenwood Ave., Bend, Oregon.

ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

JACKASS ENDURO – by the Foothill Hawks M.C., 8am. Start Noon, check & finish at Red Mountain. Limed from Red Mountain. Ride the trails of single blanket Jackass prospectors, an adventurous run thru the historic Rand Mountains and Summit Diggin's. An unforgettable classic for those who have ridden past events. License and muffler req. by Dist. #37. Approx. 100 mi. All classes. Point run. Club teams. One loop for 100cc class. Unique frying pan pins for all entries. Fee: $3.00 (mail) $4.00 (post). Mail entries must be postmarked before midnite, Oct. 22nd., to 7813 So. Blackford, Whittier, Calif. You don't have to belong to ANYTHING to ride this event. Please be our guest!

MONDAY, NOV. 7th.

RRC CALENDAR NIGHT – at Prudential Savings & Loan bldg. in Alhambra. 8 p.m. til ???

FRIDAY, NOV. 11th.

CLASS C ½ MILE FLAT TRACK–weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, NOVEMBER 12

ACA AWARDS BANQUET–Members and guests cordially invited. Cocktails 7 to 8 p.m. Dinner promptly at 8. Awards and dancing following dinner. Location: Coda's Restaurant, Buena Park. Call ACA Office, P.O. Box 247, Fullerton, Calif. or phone (714) 847-7629.

SUNDAY, NOV. 13th.

RAMS RUN H 'n' H–17th Annual go-round for the Rams M.C. in the dez. Limed from Hi Vista Cafe in Hi Vista. Starts rain or shine at 10 a.m. Sidehack class. Dist. 37 Championship and points. Entry fee $4.

CLASS C TT STEEPLECHASE – Altamont Speedway, P.O. Box 1042, Livermore, Calif.

CROSS COUNTRY BRUSH ENDURO–Lucky Spokes M.C., Rt. 1, Box 010, Brush Prairie, Wash. 98606.

COWBELL DERBY ENDURO – By Hayward M.C. 20th Annual running. Course approx. 125 miles. Location: North end of Clear Lake in Lake County, on Hwy. 20. Twenty miles east of Ukiah on U.S. 101, 60 miles. Approved spark arresters required. Phone 538-7530. Entries close Nov. 10. Fee $3. Team fee, another $3.

POKER RUN – by Coloramas M.C. RRC point run. Start San Fernando Valley H-D store, 16113 Sherman Way, Van Nuys, Free C&D. Post entry $1.50. Starting time 8 to 10 a.m. No bike judging, but goodies and prizes galore!

TT SCRAMBLES–opening at Eastside Cycle Park, Tucson, Arizona. To be scheduled the 2nd Sunday of every month until Spring. ½ mile, graded & oiled with 3 jumps. Take Hiway 80 East to Wilmot, turn left. Landing field, overnight camping, refreshments and all facilities.

SATURDAY, NOV. 19th.

INDOOR RACES–By Trojan Enterprises at Long Beach Arena, Ocean & Pine in L.B. AMA sanct. Practice from 9 a.m. No license required for practice. Races start 7 p.m.

NOVEMBER 19th & 20th.

8th ANNUAL DIRT DIGGERS GRAND PRIX–1st INTERNATIONAL CHAMPIONSHIP MOTO CROSS AND SCRAMBLES...at Simi Ranch, (Hopetown), formerly Corriganville, 6543 Los Angeles Ave., Santa Susana, Calif. Nov. 19th – Ltwt. 250cc and under, trophies for Novice, Amateur, Expert, Sportsman Exp. and Pro and Internatl. Events. $1000. purse. Nov. 20th – Hywt. 260cc and over, trophies for Novice, Amateur, Exp., Sidehacks and Pro. and Internat'l Events. $1000. purse. All riders, regardless of affiliation are invited to participate. Mail $7.00 entry to Dirtdiggers M.C., P.O. Bx 1513, Culver City, Calif. before midnite Oct. 29. Start position determined by postmark. Enclose 2 self-addressed envelopes. (Post entries will be $100.) Foreign & out-of-state riders write for details, we assign riding #'s. Requirements: 3 number plates, folding foot pegs, optional traction, rider & mach. free. Spectators $1.50.

SUNDAY, NOV. 20th

TT SCRAMBLES–Hayward M.C. at Hayward Speedway, just off Nimitz Fwy near Hayward, Calif. Practice at 6, racing at 8 p.m.

SUNDAY, NOV. 27th.

MUD SCRAMBLES – Olympic Peninsula M.C., P.O. Box 723, Pt. Angeles, Wash. 98362.

SUNDAY, DECEMBER 11th.

TT SCRAMBLES–Hayward M.C. at Hayward Speedway, just off Nimitz Fwy near Hayward, Calif. Practice at 6, racing at 8 p.m.

TT SCRAMBLES – At Mesa Speedway by the Oilers M.C. of San Diego. Practice 9 a.m., race at 11. Club completion trophy, jump contest, LAST TT of the year. Don't miss it.

DECEMBER 15 to 18th.

INTERNATIONAL SPORT CYCLE EXPOSITION–at Brooks Hall, San Francisco. All new models and special interest bikes on display. Business office: 180 El Camino Real, Millbrae, Calif. (415) 692-2981 John Renesch.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Weekly

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK–Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

EVERY SATURDAY NIGHT

NIGHT TT SCRAMBLES at Elsinore Race Track. All classes and many trophies. Two ambulances. Practice starts at 6 p.m. Near city of Elsinore, Calif.

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

DRAG RACING-Fontana Drag City, San Bernardino Fwy. to Etiwanda turnoff, north to Foothill, right on Foothill to strip. Gates open at 5:30 p.m. eliminations start at 8:00 p.m.

SATURDAYS

DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

TT STEEPLECHASE–First Saturday night of each month at Ascot Park, 183rd and Vermont, Gardena. AMA Class C event, first race 8:00 p.m.

BAKERSFIELD HILLCLIMBS NEXT WEEK.....

You'll always see it FIRST in **CYCLE NEWS**

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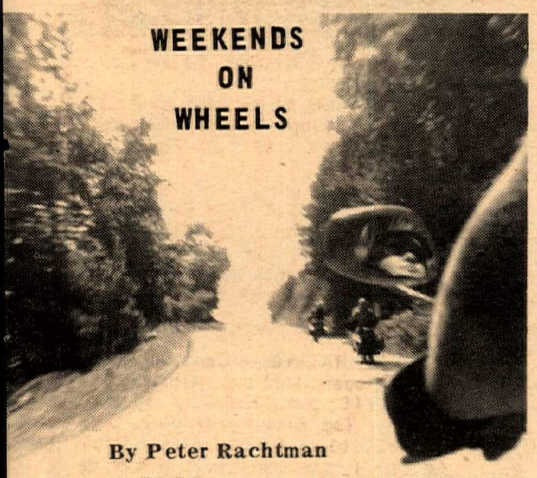

WEEKENDS ON WHEELS

By Peter Rachtman

In recent months every motorcycling publication (this one included) has featured editorials on the passing of law by various states requiring the mandatory wearing of helmets by motorcyclists and their passengers.

The general consensus of these editorials is that while everyone knows that helmets do save lives, the wearing of a helmet is strictly an individual matter. In other words, if you want to take chances with your own life, so long as no one else is affected, you should have that right.

Time Magazine recently ran a scorching article on "murder-cycles" with one optimistic note: medical statistics have proven that helmets would eliminate **seventy per cent** of all motorcycling fatalities!

In these times, when many of our individual freedoms are being taken away, I can well understand the attitudes of the magazines and many motorcyclists to attempt to protect the individual's choice regarding his own protection. However, this is a very complex issue, and I feel that several aspects of this problem may not have been brought to light.

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Just last week, I was riding with a friend and his wife, and since neither of them wore helmets, I mentioned my feelings on the matter to both of them. She told me that they both had helmets at home, but hardly ever wore them. "I wish there was a law forcing every one to wear one, then I wouldn't feel so silly putting it on."

I wonder how many others have this herd attitude toward their own safety. Perhaps there should be times when laws should be passed to protect us from ourselves.

Although there is considerable controversy surrounding its effectiveness, narcotics laws attempt to serve this end. If heroin were legal, it would no longer be controlled by the underworld. You could buy this form of individual suicide on the open market. However, we do have laws curtailing our freedom to become addicts, even though no other persons may be harmed by this. Of course, indirectly, others are affected. The family of a junkie is placed in peril; but, then again, the widow of a bare-headed motorcyclist is also an innocent victim of our attempts to protect individual freedoms.

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Every motorcycling fatality and injury does affect many more people than the rider and his family. Every time there is a death, it makes the headlines. This, in turn, hurts us in the eyes of the general public. I wonder how many parents refuse to let their teen-agers buy motorcycles simply because of the rash of unnecessary injuries and deaths?

I imagine our image is as much damaged by these headlines as it is by outlaw motorcycle groups.

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I just received a renewal notice for my motorcycle insurance. Not only was the rate considerably higher this year, but there was a note that the insurance carrier no longer offered medical coverage.

Don't try to tell me that I'm not now being affected by the fact that most riders do not wear helmets! This decision on the part of the insurance company is a direct result of the tremendous number of injuries, some of which might have been prevented had all riders been required to wear a helmet.

On every race track helmets are required. There is no difference in "individual rights" on a track as opposed to a public road. The rules are simple: wear a helmet, or don't take part. We have the same basic choice as motorcyclists. Perhaps those "daredevils" on the race track are displaying a lot more common sense through legilsation or rules when it comes to taking chances with their own lives, than we road riders do.

I feel that the prospective motorcycle helmet legislation will probably become law. I may represent an unpopular view, but I feel that the sooner it does, the better for all of us.

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There is one other factor regarding the wearing of a helmet that should be brought out. Since all motorcycle policemen now wear helmets, it has become established through various court cases that if you do not wear a helmet, you are not showing any regard for your own safety or well-being.

Therefore, if you are involved in an accident which might not even be your fault, you will have a difficult time collecting damages since you have evidenced a disregard for your own safety. This in itself should give one sufficient cause to think twice before they ever venture out on a road without wearing a helmet.

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While mulling this whole problem, an idea occurred to me. I have recently noticed that crash helmets are now referred to as safety helmets by all of the manufacturers. I feel that while on the surface, this might be someone's idea of good public relations, it is in reality a giant step backwards when it comes to the actual acceptance of helmets by the average motorcyclist.

Detroit has found that safety doesn't sell. More cars are sold by exciting horsepower and performance claims than by bragging about a padded dash. (The big safety pitch that auto manufacturers are using this year is the direct result of government pressures.)

With motorcyclists, this situation is even more prevalent. Bikes are sold by a glamour or speed appeal (as opposed to safety or economy), so why not try the same approach with the merchandising of helmets.

Calling a helmet a "safety helmet" only attempts to further reinforce that "square" image. Those who resent this square identification the most are probably the same ones who need the protection the most.

If the helmet manufacturers would go for the glamour identification, and call their products "racing" or "competition" helmets, or perhaps specialize and create an Ascot model or a Sammy Tanner or Bud Ekins model, their products would become "in" instead of square.

When I was a hot-rodding teen-ager, we always put safety belts in our cars. We did this not so much for the safety factor, but because it further enhanced the competition image that we fashioned for ourselves.

Of course, if everyone wore helmets, we wouldn't need laws requiring their use. Perhaps if the sales agencies took a more creative or aggressive approach, motorcycling would become safer of its own accord.

WANTED
... All-American World Beater

Were it not for good old Harley-Davidson up there in Wisconsin, we patriotic types wouldn't have a single all American bike to invest our pride in.

One of the intriguing questions in the current phenomenal growth of motorcyling is when is another brand of American motorcycle going to be manufactured?

I—Gathering the Parts

I don't mean to hint of some inside knowledge that a new American motorcycle is somewhere on the horizon. To my knowledge there is nothing in sight. But as my old economics professor used to say, "given sufficient demand, American ingenuity will find a way to supply most anything." A number of special components, bearing the Made in U.S.A. brand, are already available and more are on the way.

For fine tubular frames you could select a Yetmanfrom Massachusetts or the American Competition Engineering (A.C.E.) frame soon to be manufactured in San Gabriel, Calif. Both of these tubular wonders out-Metisse the best foreign jobs available and either one would be a good way to start building our All-American world beater.

For wheels we would just about have to use imported Akront alloy rims, unless

By Chuck Clayton

someone wanted to machine up a pair special at extremely high cost. But good spool hubs are available from BN Supply in La Mesa, Calif.

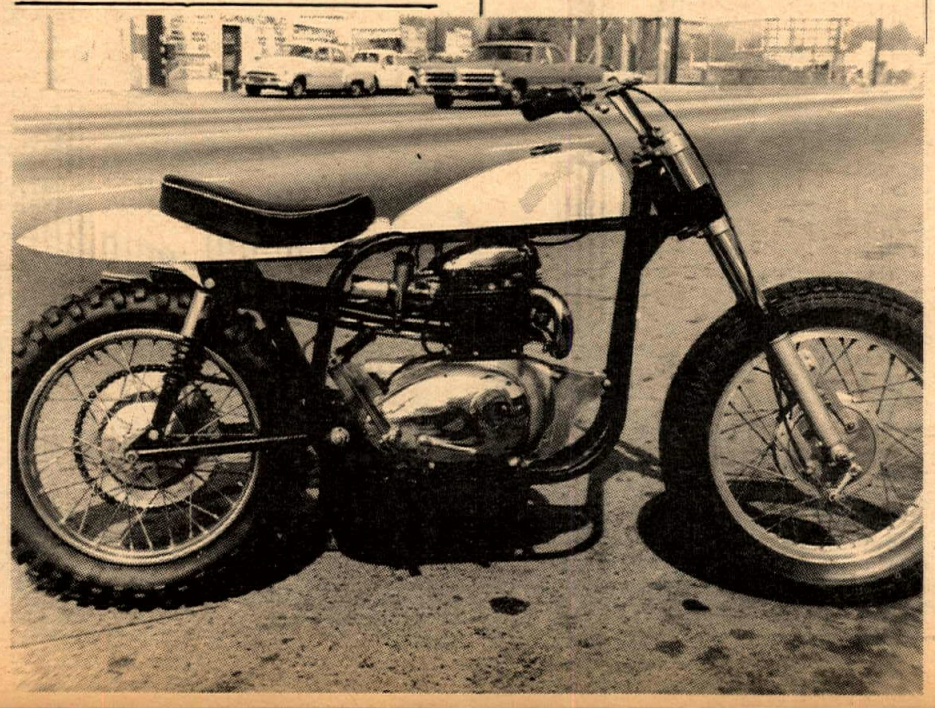
Of course the All-American would stop on caliper disc brakes, of which several American models, either mechanical or juice-operated, could be used.

Fiberglass seatframes, tanks and fairings are already home-grown, as are instruments, tires, handlebars, etc. All that is lacking in our all-new all-American motorcycle so far is an engine and a gearbox. And therein lies the real scarcity of American know-how.

True, we could bolt in a Harley-Davidson sportster unit and be ready to wail. But the weight of this powerplant alone is almost 250 lbs. That should be the maximum weight of the whole machine if we are serious about winning with it. A couple of McCulloch Kart engines? No, that's already been tried without really satisfactory results. I am afraid our all-American will have to wait until some of the inventive geniuses in the motorcycle design field get together with a good business head and some financiers and come up with something like the Meyer-Drake of the motorcycle world.

Part 2 next week

Below, the all-American racing frame built by Don Jones and associates out-metisses the best from Europe. Frame was designed to hold H-D Sportster, even.



VOICES

Reagan Replies

Dear Mr. Clayton:

Just a hasty note between campaign chores. It was good of you to ask my opinion regarding the sport of motorcycle riding.

Certainly as Governor I would work diligently to do whatever would be possible to cut accident tolls from motorcycles. You and I are in great agreement on the necessity for this.

The possibility of special trails for motorcycle enthusiasts would, of course, have to be studied thoroughly by the Legislature and the Governor, but please be assured I would do all in my power to abide by the wishes of the people.

Again thanks for your thoughtfulness in writing.

Best regards,
RONALD REAGAN
Pacific Palisades

Premature Decision?

What kind of an outfit do you run, anyway? You judge and publish the results of a contest (Finish the Funny #4) before the deadline for entries (October 16th according to my copy of Cycle News Volume III, Number 39).

It may be great to scoop the competition in the news field, but how about refraining from 'scooping' the contestants?

D. WIMPRESS
Los Angeles

Editor—Clete Hruska scooped the contestants with his funniest funny. Will winner Hruska please contact Cycle News. We lost your address.

"Keep your best wheel sideways"

To quell innumerable rumors that appear to be circulating in the competition circles...the Dirtdiggers Eighth Annual Grand Prix and International Motor Cross, will be held as scheduled on November 19 and 20!

Entries as of October 21, 1966 stand at 522. In spite of various counter offers, threats, and boycotts, the F.I.M. is still the sanctioning body for the 250cc and 500cc Motor Cross events. Prize money in these two events will be paid as follows:

1st Place.	$400.00
2nd Place	$300.00
3rd Place.	$125.00
4th Place.	$ 75.00
5th Place.	$ 65.00
6th Place.	$ 35.00

Total prize money for both classes will be $200.00 ($1000.00 per event).

To compete in either of these races, riders must possess a valid International F.I.M. license. All other events in the Sporting classes are open to anyone, regardless of affiliation, race or creed, with the sole stipulation that your entry and $7.00 fee must be received no later than midnight October 29, 1966.

Torsten Hallman, the two times World Champion, will arrive here from Sweden, with two Husqvarna factory machines to compete against the local "shoes". We regret to state, that he will find at least three of our top riders unable to be present, due to one of the foremost British factory representatives prohibiting their sponsored riders from competing in this Grand Prix, can this be fear?

Remember, entries close October 29, 1966, unless you're flush and want to spring for the $100.00 post entry fee.

Eddie, Skip, and Jim, we're sorry too, we would like to have had you ride ...maybe next year.

Dirtdiggers M.C. Club, Inc.
DON KEMP
Public Relations

COOLEY'S COLUMN

By Wes Cooley

I've heard quite a bit of verbal comment concerning our article last week about NASCAR and motorcycle racing. If you think about it and weigh the statements made, you'll find out it is not quite so preposterous as some might think. In the last three or four years, I have spent a considerable amount of time in Daytona at some of the big motorcycle events, specifically, the USGP's held at Daytona as well as some of the AMA events. Many of the statements made in my column last week were plans discussed as far back as three years ago. These things probably would not have come to light so soon, but since Mr. Rockwood saw fit to hint of them in his column, I figured I would prepare you readers for the big shock. (If I'm wrong, just think how much fun we've had thinking about the possibility and the amount of discussion it has brought about.)

MAMA...Mexican-American Motorcycle Assn?

What's this we hear about the AMA sanctioning a record run from Tijuana to Ensenada? Hasn't anyone told them Mexico is outside the continental United States? Since they don't feel they would like to participate in international events "because it wouldn't help the sport in any way," it sure is peculiar that they are going to sanction an event or record attempt outside of the good old USA. It could be that the AMA is finally starting to see the light; that maybe international competition might be the way to go!

If the AMA goes ahead and sanctions this event, we have had an indication from a couple of famous brothers in California who are internationally known, and probably without a doubt the best enduro riders in the United States, that they would promptly break whatever record set by the AMA, only this time it would be under an international sanction and would stand as an official international record. In fact, we have heard comments that they would give the AMA boys a six hour start and still beat them! If this race comes off, it ought to be quite interesting. If nothing else, it should give a shot in the arm to this phase of motorcycling.

We're very happy to hear that Gary Nixon went to Japan and won the national championship. He ran on Saturday before the international event in the Japanese National road race, lapping everyone except the second place man and was about to eat him on a 250cc Yamaha. We also understand that this was basically a YDS-3 Yamaha. At least we know the frame and the brakes were stock, so we take our hat off to Mr. Nixon; we think he did a fine job and we're glad to see that one American rider is getting the opportunity to have a taste of international riding, and that the international riders can finally see that the riders in the USA are not all cowboys riding Harley-Davidsons.

The Rumor Mill

A story, as yet unconfirmed, goes that after Gary had won the Japanese national race on Saturday, there was an RD56 250cc Yamaha works road racer available for the FIM event on Sunday, and Gary was asked if he would like to ride the machine in the international event. We understand he said yes, but Mr. Phil Read, the Yamaha team captain and last year's 250cc world's champion, stated he didn't feel Gary had enough experience to ride this elaborate piece of equipment.

We were told Gary was asked if he would like to be a member of the Yamaha works team for 1967 and again he said yes. When it got down to dollars and cents, he promptly inquired "How much do you pay Mr. Read?" Told he was last year's champion and they paid him 10,000 pounds (approximately $28,000 to $30,000 per year), Nixon, being the bashful type he is, stated he would ride for that amount too.

We understand the Japanese turned several colors and stated they couldn't possibly pay him this amount of money since he was not a champion and only champions received this amount. With that, we understand Mr. Nixon stated he was probably as good as the champion and was worth as much money. Needless to say, Nixon and the Japanese did not come to terms and Gary returned to the good old U.S.A.

I'm sure no one would argue that there are probably several road racers in the United States as good as Gary Nixon. So, if Gary can do this well in international competition, so can a handful of other good U.S. riders, and I'm not merely talking about the ACA riders but also the AMA riders. Now, why doesn't the AMA join MICUS so some of the top deserving riders can begin to compete in international racing and the United States can take its rightful place in world motorcycle competition?

CLUB DIRECTORY

Clubs please note: Send your information c/o Cycle News/Club Directory—P.O. Box 498, Long Beach, California.

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale. Calif. Ph. 947-2434 or 947-4633.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

CALIF. EAGLES M.C. AMA Chartered. Member of RRC. Meets 2nd & 4th Thurs. at 6524 Lemon Ave., Long Beach. Address: 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS M.C. — Competition club. A.C.A. sanctioned meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258. Sponsors of Hopetown Gran Priz.

DIRT DIGGERS NORTH 1903 T Street, Merced, Calif. 95340. Phone 722-3477.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1629 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMPETITION CLUB. Meets 2nd and 4th Thursday of each month. Vice President, Claude Mace. Phone 379-3564. 1717 Welacott, Redondo Beach.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241. Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda. Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction. Meets Mon. nite 11517 S. New Hampshire, in rear. Refreshments during meeting. Phone: (213) 756-4858.

SOCIABLES M.C. Road Riding Club. Meets bi-weekly at members' homes in Gardena, S. San Gabriel, Bell, S. Gate. Call 324-8457 after 5 p.m. for time and address of meeting. Couples welcomed. Refreshments. Meeting nights flexible.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank, Call TH 8-3839.

SPOKE-BENDERS of South Bay. Desert competition club. AMA chartered. Meets 2nd and 4th Wednesday at 9:00 p.m. each month at El Retiro Park, in Torrance. Ron White, 3619 W. 152nd St., Lawndale. OS 9-6748.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION— English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF., Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDUMS (Formerly Nomads of Gardena) Family fun club. Meets at Honda of Gardena, 1st Sunday of each month at 1:30 p.m. For further info call Inez at DA 4-7043 or Honda of Gardena, 323-8314.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C., INC. — AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

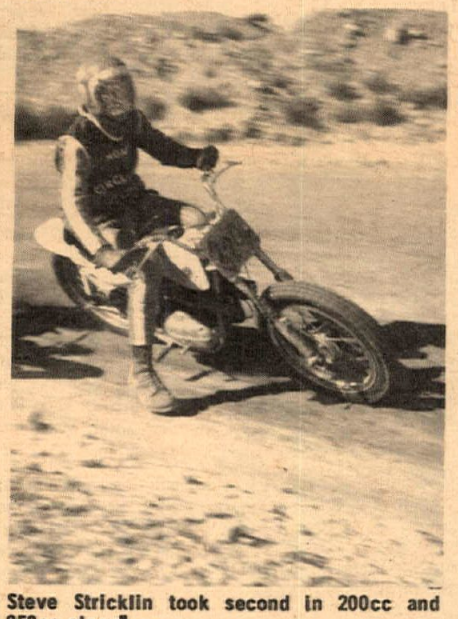
VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

Lightweights Raid Las Vegas

Writer of this report rode his Yamaha to fifth place.

Mad Mike took fourth in the 200cc class on a 120 Suzuki.


Steve Stricklin took second in 200cc and 250cc class"

THE ODDS WERE WITH THE HOUSE

By Floyd Lewis

Perhaps last week in this same Cycle News you read "News from Nevada", and perhaps if you looked close enough you were able to find the name of our club, Lightweights Inc. M.C. Since it was only in the article once, you had to find it. This would give the reader the idea that there was only one member of our club there or we didn't do too well and both are not true.

Many members of the Lightweights M.C. — wives, children, and friends went to Las Vegas this month with the main reason to bring home victory in the scrambles held in conjunction with Safety Week.

Chances of winning the 100cc Expert class were dampened when one of Dist. 37's top riders, Keith Mashburn was unable to attend.

Kurt Lewis on his Honda 50 outrode Vegas' top 50 rider to take the first two moto crosses. Then won the third when their top rider's bike stopped running. Yamaha mounted Jay Lewis although an Expert, took third overall in the same class. Louis (Skip) Schleif riding his Honda 50 for the first time, took third place Am. even though he had to use wire to keep his valve cover on.

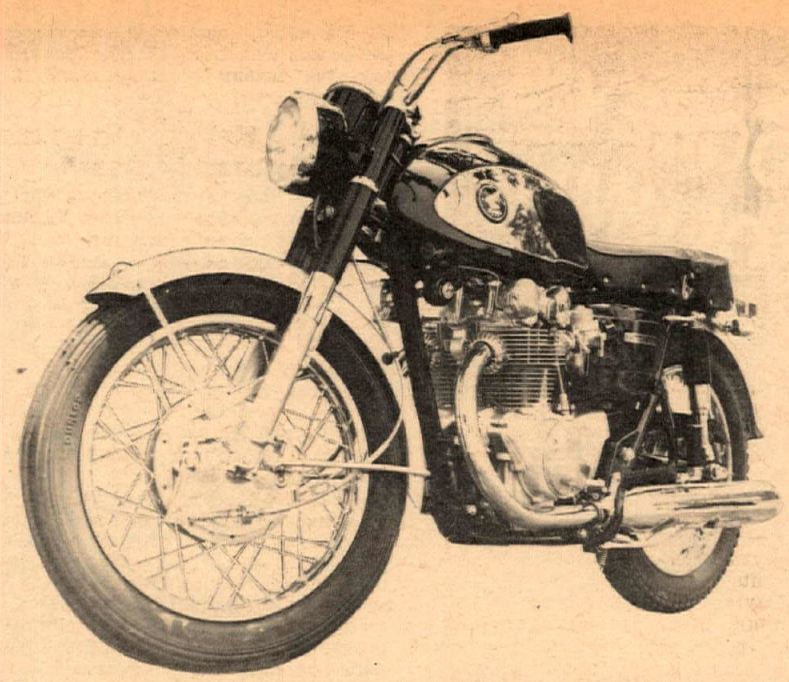
Kurt Lewis this time on a **stock** Yamaha 80 rode well to take second place in the 100cc Am. Floyd Lewis was able to ride his Yamaha 80 to fifth, even though the rotary valve was in backwards, in the 100cc Expert class.

200cc Steve Stricklin on a Honda 160 led the first moto for three laps but took second. And in the second he fell but got up to get second. In the last, even though outriding the 200cc Bultaco mounted leader, again took second. Second overall. "Mad" Mike Radner took fourth place in the 200cc Am-Ex even though he was riding a Suzuki 120.

In the 250cc Bultaco-mounted Steve Stricklin ran away with his heat race. In the main the action went like this: after passing seven guys in turn one he took second place. On laps two and three the leader built up a lead, but when the checkered flag fell Steve was only one bike length behind the leader. Fred Grabowski took fourth in his heat, won the semi and in the main on the last lap after passing two riders to take fifth, went off the track to end up seventh

Steve Stricklin (320x) was the only rider from our club to make sweepstakes. Steve held fourth place and was being held up by a 650 for four laps. As he got the yellow flag he passed the 650 leaving him some 50 feet behind the two neck and neck front runners. In that one lap he closed the lead to 10 feet so he finished a very fast closing third. If there had been one more lap? Well, who knows?

I have been told that our club is in fourth place in lightweight competition. Well maybe next they won't take us so lightly.



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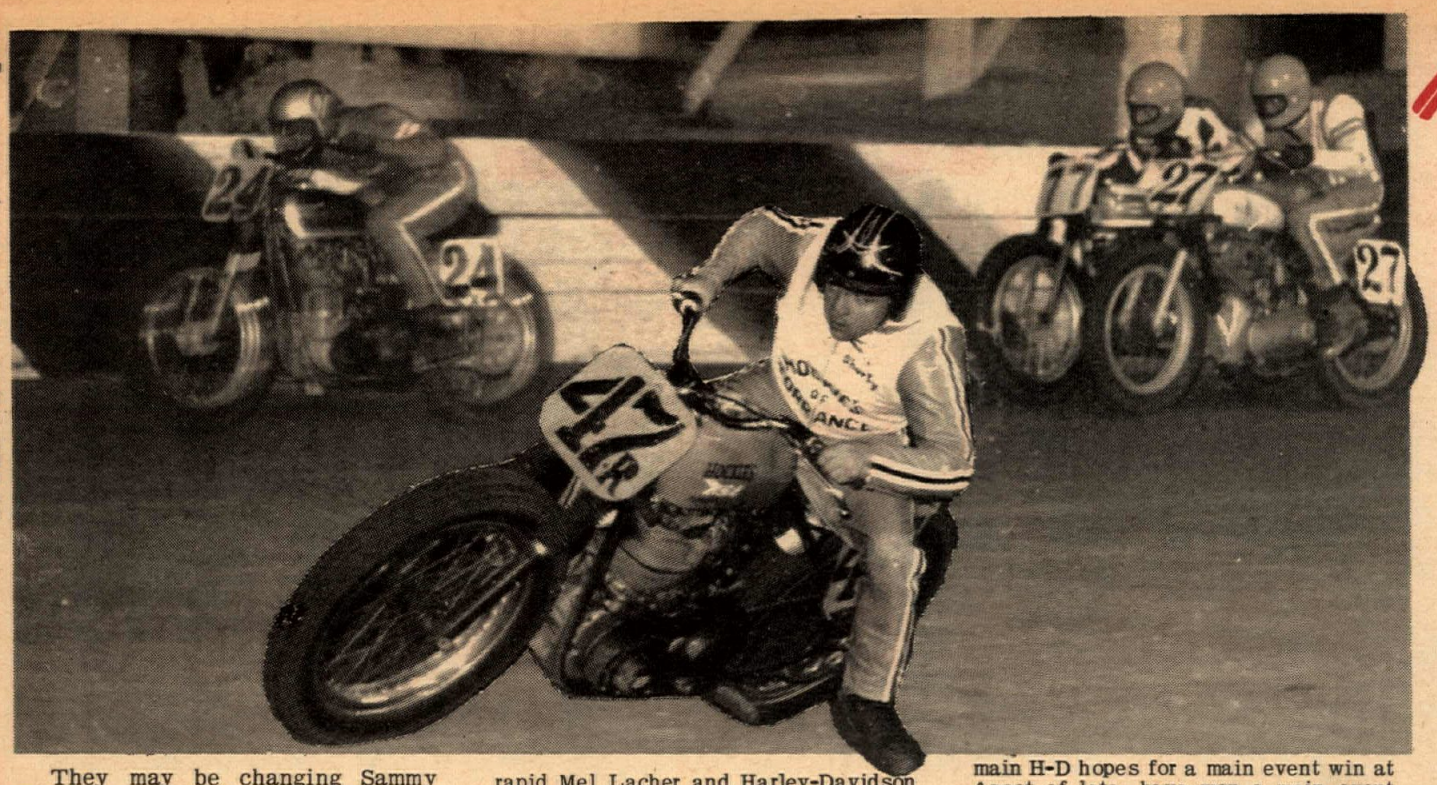


ASCOT

SUPER SAM BOUNCES BACK !

Photos by Dennis Green

Left: What's amateur Shorty Seaborn doing in the Expert Main? Let's ask our tricky photographer. Below: All crossed-up in thrilling style, Ascot super-star Dan Haaby, National #22.
Below Left: Three top novices all in a row—Marty MacDonald, Donnie Roberts, Larry Pruitt, Harley-Davidson and two Yamahas.
Middle Left: #33 Bob Bailey takes it onto the back straight.
Bottom Left: Super Sam checks the opposition last Friday night. Not even close.
Bottom Right: Trophy Dash topper Mel Lacher, Harley-mounted.

They may be changing Sammy Tanner's name from the "Flying Flea" to the "Super Ball" if the current pace by the veteran dirt tracker continues.

His last four week record in the Ascot main event reads 8th, 1st, ith, 1st. Consistent, but hardly a record for a rider who has won close to 350 half mile events in his career.

Sammy finally scored his 340th half mile win by taking the heat race last Friday night over Gene Romero, Chuck Jones and Bob Bailey. His five lap tour around the Friday night playground was the fastest of the night and put Sam back in front position for the first time in two weeks.

The point leader, however, could not get up enough steam to win his favorite race, the trophy dash. This went to rapid Mel Lacher and Harley-Davidson for the third time this year with Tanner settling for a distant second. Dan Haaby ran third with Romero staying in fourth all the way.

It's fast becoming a habit for Lacher to win everything but the main event. Once again the San Diego slider took the lead in the feature and held it all the way to the very end of the tenth lap before Tanner squeezed by just as they completed the final round.

Lacher made only one mistake, going high on the north turn on the ninth lap, letting Sammy make up the required amount of ground to catch and pass the next lap.

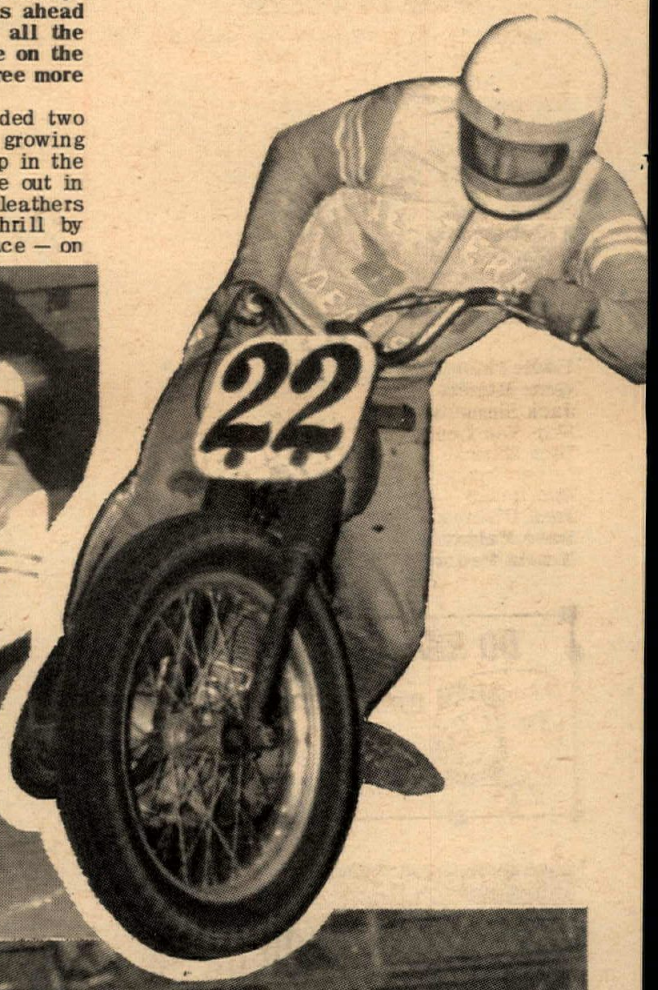
Mel appeared to lose heart after Tanner took the lead and also gave away second place before the finish. Chris Draayer came from the back row to overhaul Lacher late in the race and finish second.

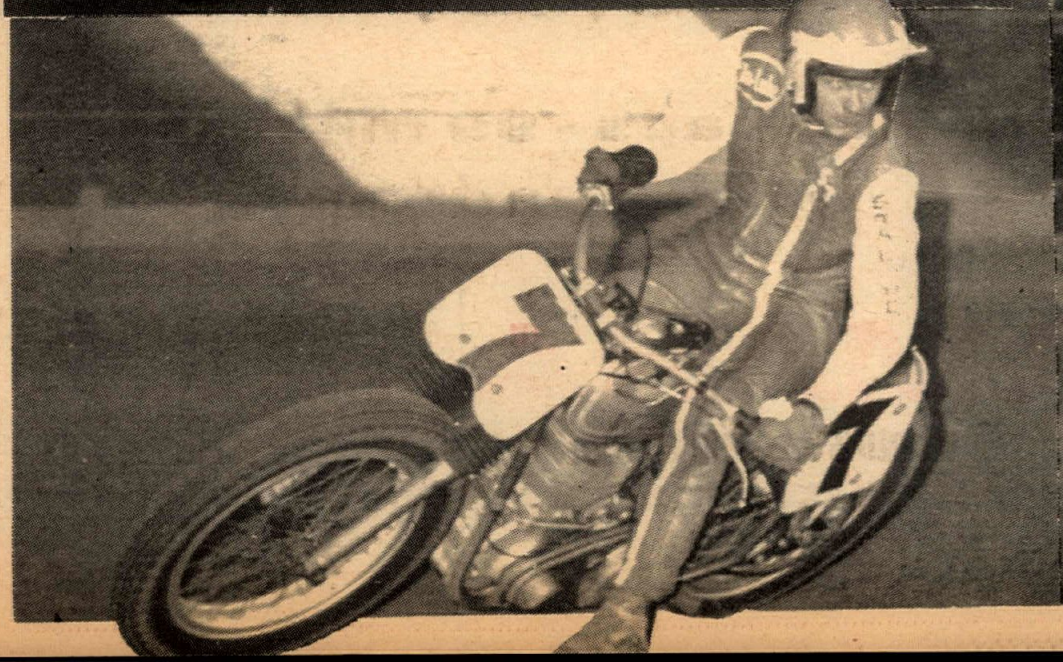
Neither Lacher nor Draayer, the two main H-D hopes for a main event win at Ascot of late, have won a main event this year on their "home" track. Both have come close on many occasions but have yet to cross the line in front.

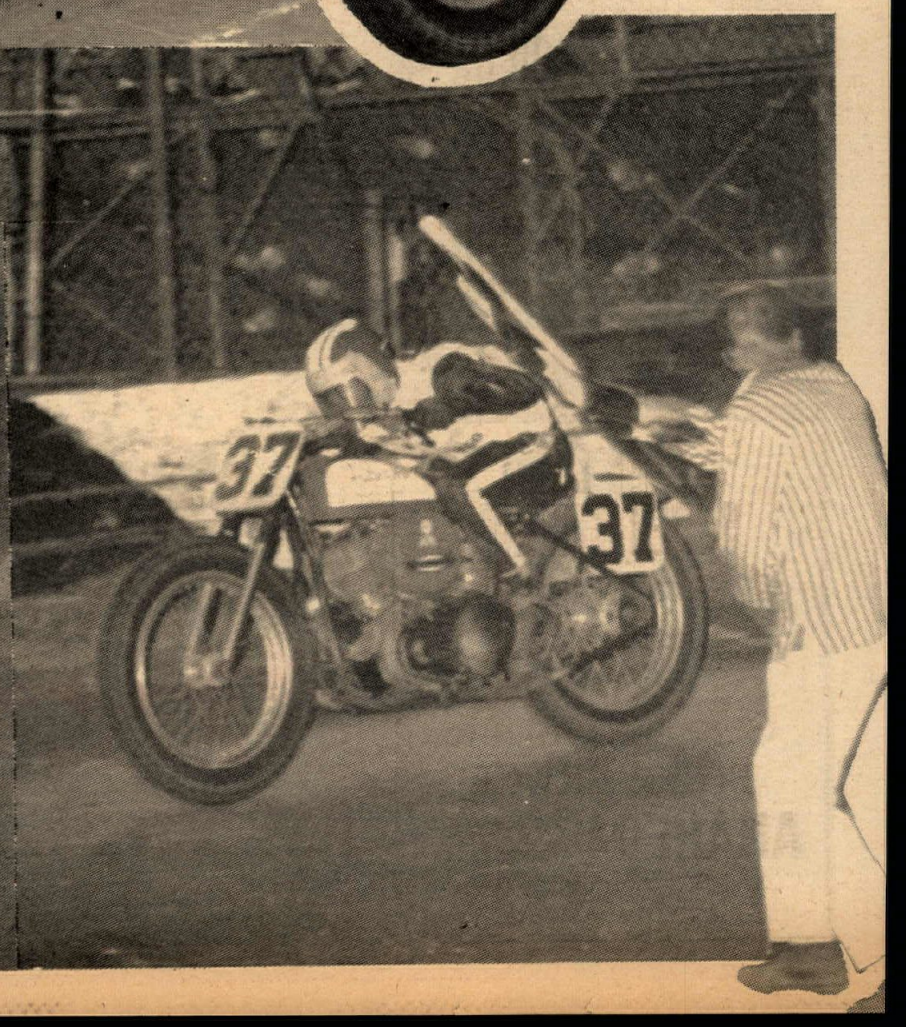
Tibben Challenges

Surprise expert of the night was Chicago's John Tibben, the latest of a long line of "Carpetbaggers" to move west and become a local rider. Johnny led his heat race most of the way before finishing a close second to Dan Haaby. He ran 9th in the final but was ahead of second ranked Ralph White all the way. It was Tibben's third time on the well-worn oval that has only three more times to run this year.

Streakin' Shorty Seaborne added two more amateur wins to his fast growing list and again scored the sweep in the yellow plate class. Shorty broke out in a new set of brightly colored leathers and gave the fans an extra thrill by starting dead last in the heat race — on







purpose — and then zipping through the pack to take the five lap heat race win away from Randy Say just as the riders crossed the line.

The manuever, seldom seen anymore, and usually pulled by the experts, came close to not happening when Tim Harris fell off right in front of the Mighty Mite from Lawndale. A near miss kept Shorty in the saddle and on his way to another win.

It was a runaway victory in the ten lap feature for Seaborne who now has three straight and is just one win away from a tie with Pete Bodette for win streak honors of four in a row this season.

Novice Streak Stopped at 14

Three novice riders took turns beating each other and stopping all win streaks in the lightweight class. Mike Morton was pitted against Marty Mac Donald in the opening heat race and the Suzuki ace brought the Harley star's win streak of 14 straight to a screeching halt. Marty had not lost a heat race since last June until Morton turned the trick.

In the main event, hot and cold Larry Pruett ran red hot and stopped Morton's main event win kick at four in a row. It was the first main event win for the Yamaha Kid since September 16th.

The riders now go to their final three Friday nights of racing with the upsets continuing at a rapid pace for many riders and Seaborne out to prove that he was a two year novice and a two year amateur by mistake.

J.C. Agajanian is also looking for many northern riders this week due to the quarter mile races added to the weekend for Sunday afternoon.

(Results on page 16)

DOWN TO THE WIRE IN ASCOT POINT STANDINGS AS SEASON DRAWS TO A CLOSE

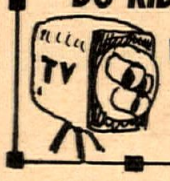
ASCOT ½ MILE POINTS THROUGH OCTOBER 14, 1966

Sam Tanner	2166
Ralph White	1901
Dan Haaby	1654
Gene Romero	1000
Mel Lacher	902
Guy Louis	852
Mert Lawill	739
Elliot Schultz	659
Chris Draayer	612
Blackie Bruce	540

ASCOT TT POINTS THROUGH OCTOBER 15, 1966

Eddie Mulder	909
Gene Romero	892
Jack Simmons	751
Skip Van Leeuwen	675
Dick Hammer	621
Dusty Coppage	386
Dan Haaby	384
Jack O'Brien	300
Dave Palmer	297
Travis Petton	197

DO RIDE OR ATTEND



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250cc Production class 15 Laps - 59 miles

1st GARY NIXON

Time - 34.08.34 - Speed - 104.57 mph

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2nd H. Kawaya - Kawasaki Prod. Road Racer

3rd M. Mimuro YAMAHA YDS - 3

GRAN PRIX CLASS

125cc-24 Laps -15 miles

1st Bill Ivy ..... YAMAHA
Time: 44.17.56 Speed 107.45 mph

250cc - 24 Laps 15miles

Time: 51.21.52 Speed 111.20 mph

1st. H. Hasegawa .. YAMAHA
2nd P. Read ..... YAMAHA
3rd A. Motohashi .. YAMAHA

350cc - 25 Laps - 99 miles

Time: 54.01.38 1st P. Read Speed 110.12 mph

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Views of the Sinners' shindig last Sunday finds #320 Steve Stricklin, among others, duelling for the trophy gold.

Photos & Story By John Shedd

Sunday, October 23, the Sinners M.C. put on their fourth race of the year, a TT scrambles held under conditions other than ideal. Six of their members worked on the Bay Mare track all day Saturday to get it in shape for racing. Then the wind, flying sand and dust made conditions almost unbearable for riders and spectators alike. Several of the 100 small bikes dropped out because of the sand blasting wind.

First small bore machines that decided to do battle with the wind and dust were the 50cc amateurs. In this class, Jay Lewis aboard a Yamaha led the way home with four Hondas in mad pursuit. Next up was the 100cc amateur. This time it was Ken Greene on a 90cc Bridgestone who gave the Honda boys a rough row to hoe as he blasted passed the checkered flag with four Hondas giving chase.

Due to the lack of entries to fill all classes, some had to be combined, and the first of these up was 125, 175, and 200cc expert. Jim Pecorilla riding a 175cc Bultaco led the way for Lee Stumpenhaus and Fran Nestor.

With the action getting faster as the bikes got larger, the track became dustier than ever. 250cc classes coming up, the water truck sprinkled the track again to hold down the dust, but it did precious little good. By the time Larry Shoemaker brought his Greeves in for the win in the 250cc novice class, and Warren Culp and Don Northern were through battling it out on a pair of 250 Hondas in the amateur class with Culp busting the dust home first, no one could tell that the track had ever known a drop of water. Wind picked up the dust and blew it around and around and had everyone turning their heads to keep it out of their eyes. By the end of the day, the water truck had probably made more laps than some of the riders.

Winding it up for the small bikes was John Riggen riding his 200cc Bultaco to a win in the small bike sweepstakes with Ken Greene doing a good job of wheeling his 90cc Bridgestone in for second place among larger bikes.

The 350cc amateur class was first up after the small bike sweepstakes with Alex Chizauowssk (?) and Richard Wuwder (??) both mounted on Hondas, swapping the lead before Alex managed to hold onto it and lead the way to the finish line with four more of Soichiro's finest close behind.

The water truck was out again before the 500cc and larger classes had a go at the track. This time a mountain had cast its shadow on the first turn to keep it from drying and it was very slippery. The first bike into turn one was the first bike down in the mud, but many more were to follow as the turn stayed that way for quite some time.

Clell Alel, Dick Alexander and Chuck Berry made quite a race of the 500cc amateur class. The lead swapped back and fourth, but Alel wheeled in his BSA for the win after a hard fought battle. Larry Shoemaker mounted on a Triumph captured first place in the 650cc novice class and then came back to win the last race of the day which was the sweepstakes for the big machines.

The Sinners did a fine job of handling the race. There was certainly nothing they could do about the dust and wind, and I am sure that many riders are looking forward to the Sinners' next race.

(Results on page 16)

Greeves WINS

State Championship Hare Scrambles

1st OVERALL

Bob Belt - 250cc Greeves

JACK BALDWIN M/C
Santa Monica

ROBT. M. LAW M/C
Anaheim

HOCKIES M/C
Torrance

MASON MOTORS
Pasadena

STEVE HURD M/C
Montebello

MISSION HILLS M/C
Sepulveda

K & N MOTORCYCLES
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SHELL MOTORS
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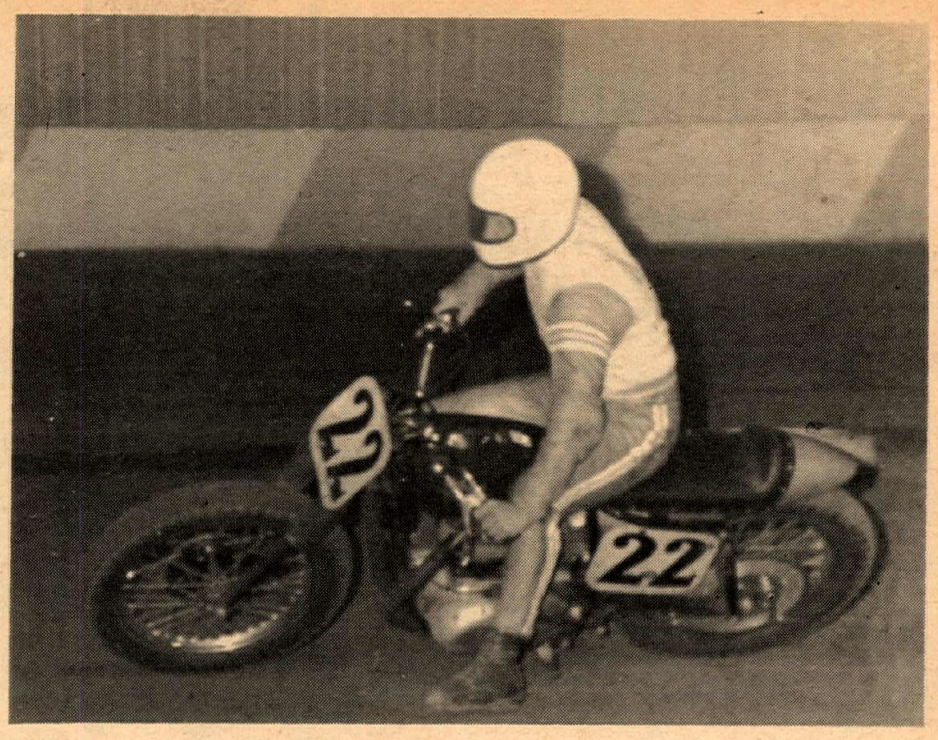
A number of changes greeted riders at San Gabriel Valley Raceway last Saturday night. The most outstanding of these was the change in the course itself (lengthened, with two sharp turns added). The track was watered and the novice winner of the night was Honda mounted Mike Linthicum, the third novice winner in that many weeks.

Linthicum led from wire to wire with Dan Reed and his Enfield chasing him all the way. After running clear off the course while trying to make his bid for the lead on this one-groove, Prado-like course, Reed horsepowered past Sprague and took back second, before running out of laps.

SAN GABRIEL

Photos by Dennis Greene

By Scott Eastburn



Point leader John Sprague followed up with a third place ride this week. Larry Wilburn and Don Harris grabbed the next two places on a Bultaco and Honda. The current West Coast flattrack champ, Marty MacDonald, tried the TT but was cancelled in the Semi-main.

Amateur yellow platers started off with a bang and a pile up on the first lap in the first turn. Rich Thorwaldson came out all right and restarted, but Jack Konle had to retire for the night because of a leg injury. The second time around Jim Berry grabbed the lead as he did before the restart. Butch Languth followed close behind as the battle for the lead started. Rich Thorwaldson passed Languth and started after the leader Berry. The spill he took didn't seem to hurt Thorwaldson as he took the lead never to give it up. Gary Bailey took over the third spot after Languth went down near the end. Dewayne Keeter took fourth while Randy Say followed up on his Beezer single.

This didn't seem to be Eddie Mulder's night as he only captured a third in his heat race and lost his chance to go to the trophy dash. This almost lost him the point lead when Gene Romero came within two points of the lead, winning the dash.

The expert final followed the amateur pattern with a fall on the first lap dropping Elliot Schultz (on an Enfield Single) down on the first turn. Mulder, cheating perfectly, was leading off the line. After the riders were reassembled the starter seemed to lose control of the show. Clutches got hotter and so did tempers.

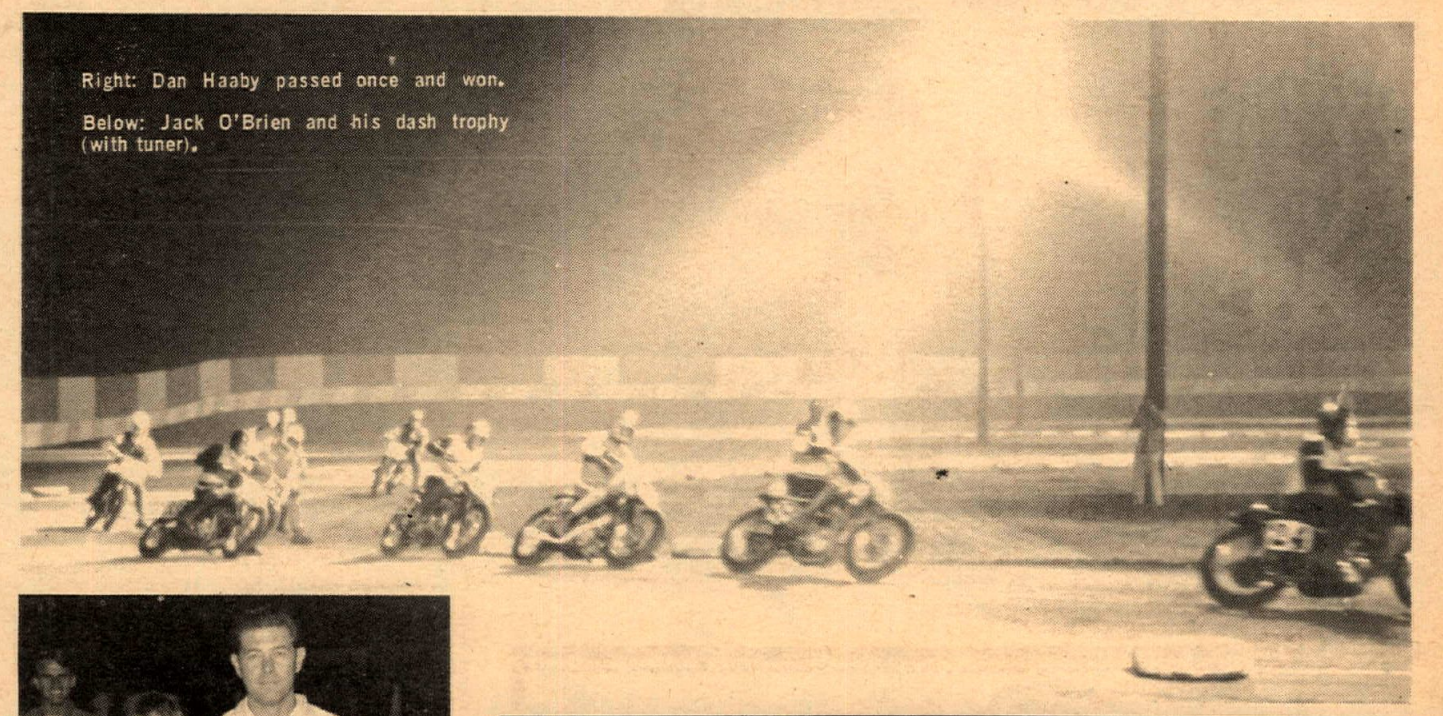
Finally the white platers got going. In the first lap it was Romero, Dan Haaby, Dusty Coppage, Eddie Mulder and Chris Draayer. This is the way it stood for most of the way. Then in the final change of the evening, Dan Haaby, who has a habit of stealing the attention of the crowd, managed to steal the lead from Romero on the second-to-last lap and he kept it until the checkered flag. Prior to this time Draayer overtook Mulder. Chris was unable to hold the position and his balance as he fell on the last lap. Mulder moved into fourth and VanLeeuwen into fifth. And there went Mulder's point lead.

The trophy dash was another upset with Jack O'Brien taking his first win in many moons on his BSA. He led the two-lap race all the way with Van Leeuwen in second, Mulder in third and Dustry Coppage in fourth.

Changes, upsets and thrills are the order of the night every Saturday at San Gabriel, with plans to run the races Sunday afternoon into the winter.

The owners are going to alter the course until the best pattern is found.

(Results on page 16)



Right: Dan Haaby passed once and won.

Below: Jack O'Brien and his dash trophy (with tuner).

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4. Eric Smith BULTACO

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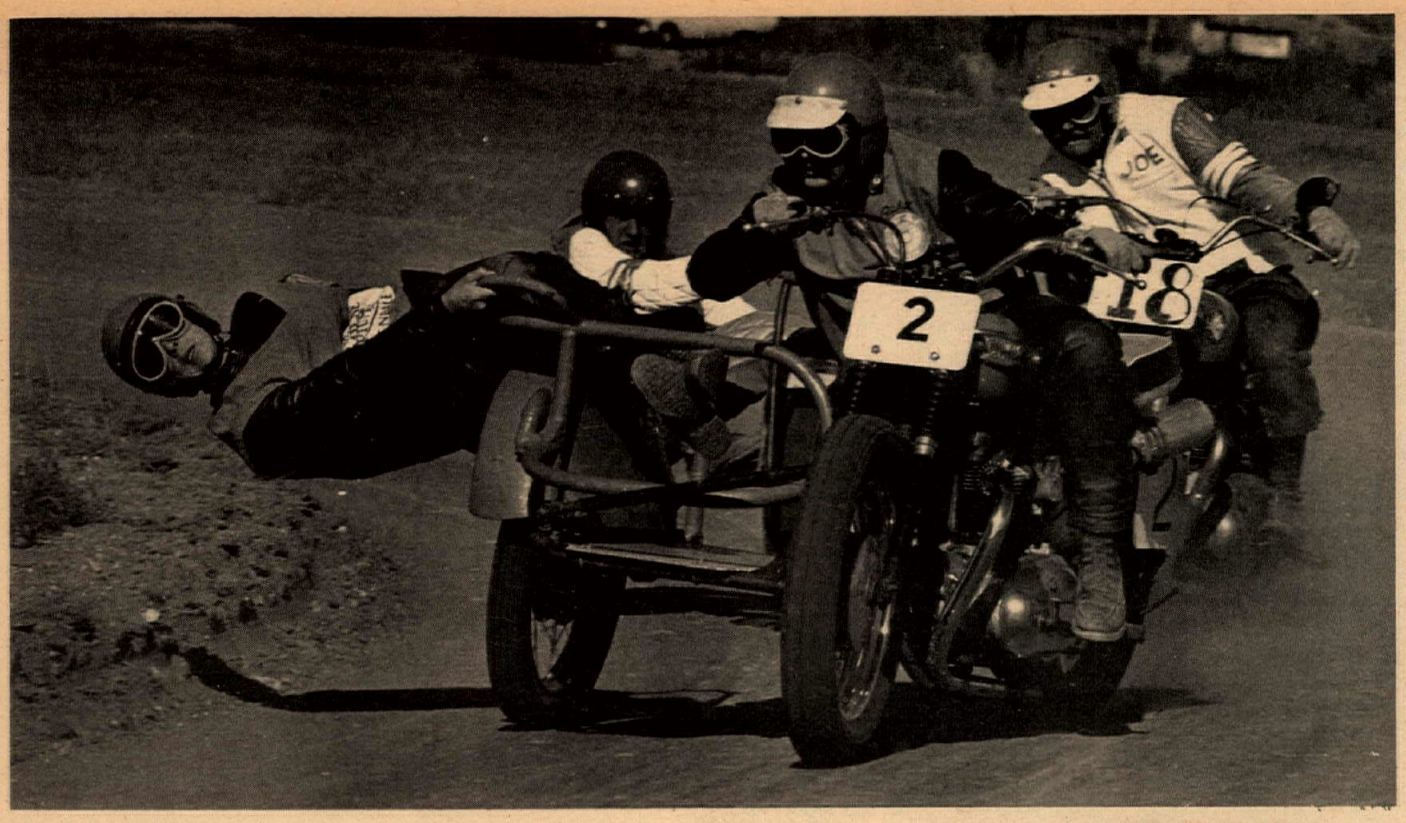


Left: team of Jerry Pierson and Gary Weber barely keep ahead of Joe Heithe and Don Miller, but ended up with the win.

Jim Berry shows his great style any where he rides, but admits he couldn't keep up with the "White plates" on Sunday.

Below: Yes, that's "Steady Eddie." Remember when he carried the number 1 heavyweight plate in scrambles?

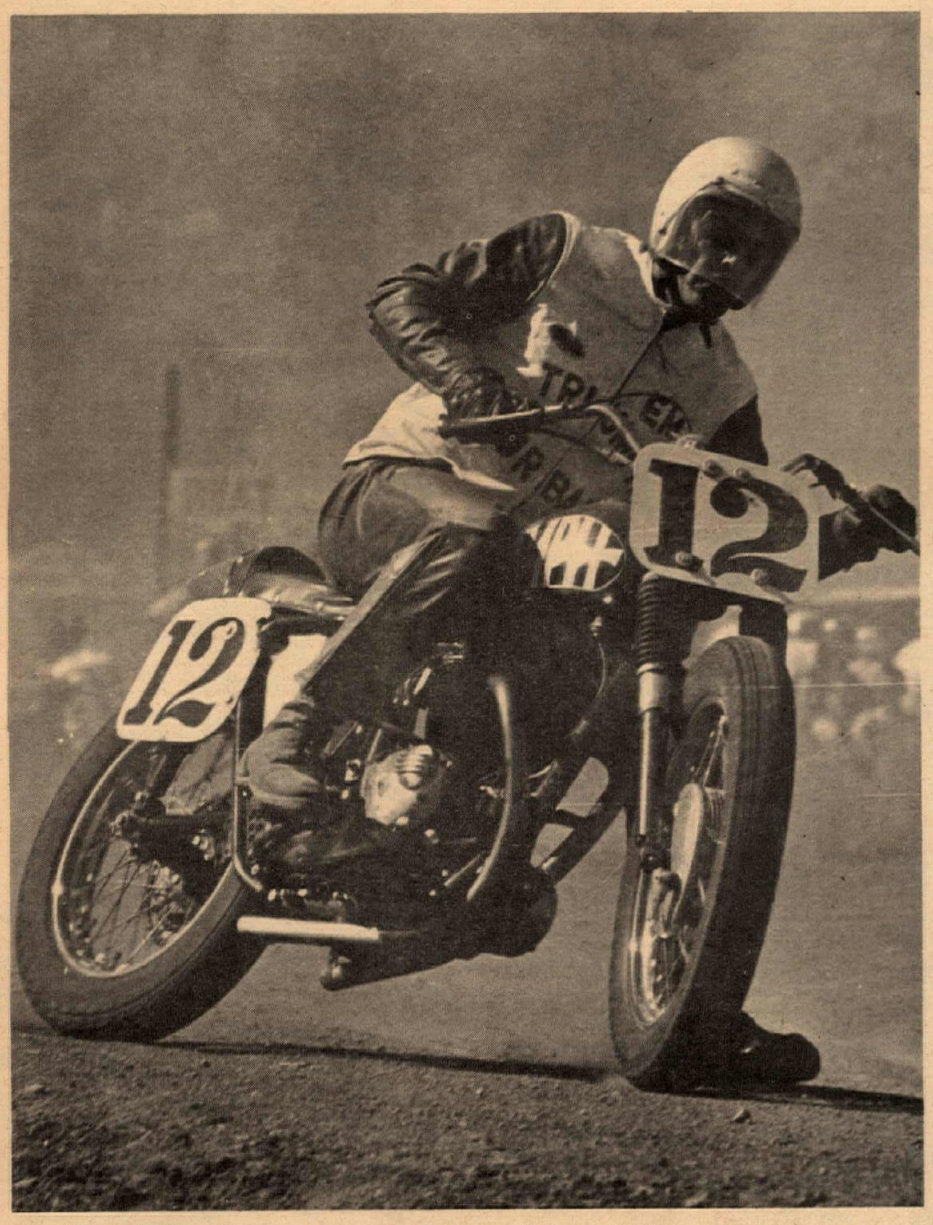
Right: Big bore practice with young Novice Tommy Carrol leading Arvil Sparks #21 and Phil Brown #4 into a turn with all stops pulled out.

NOMADS AT PRADO

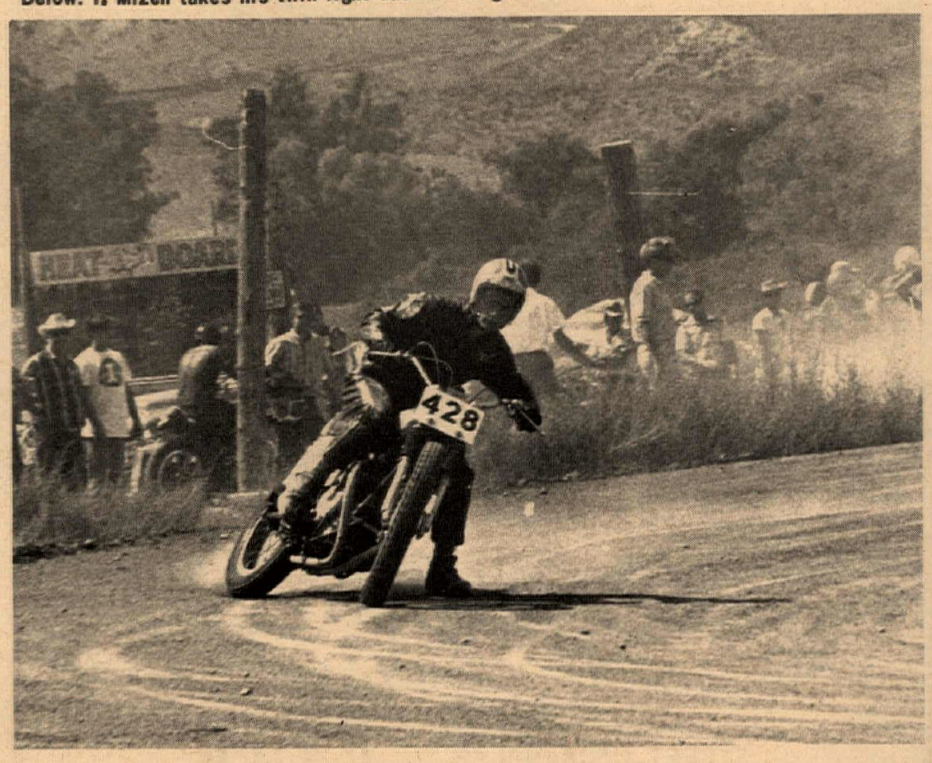
By Maureen Lee

The Nomads hosted the next to the last Prado Park scrambles on Sunday and we all had the treat of seeing some of the old familiar faces who usually ride only at Ascot out testing their bikes.

In the small bore division, David Ham aboard a brand-new 175cc Bridgestone wailed away on the rest of the troops inspite of determined efforts from two Bultacos with Lawson Pedigo and Dave Brooks aboard.



Below: I. Mizen takes his twin right out of the groove.



Photos by Tracy Holmes

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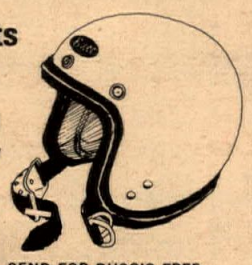

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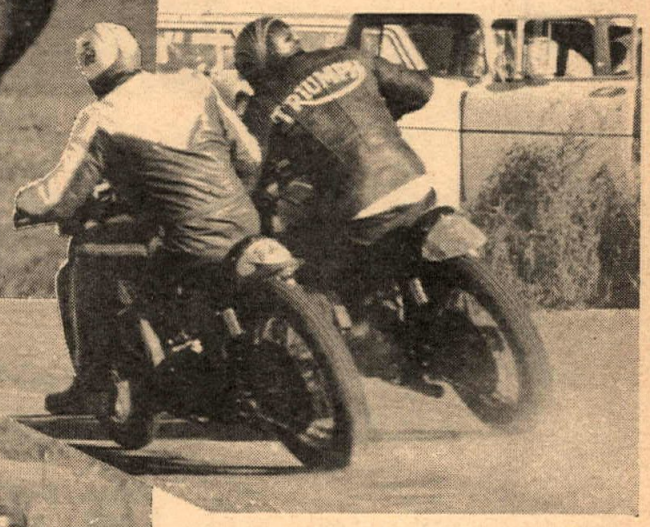
Racing at 8 p.m.
"Dating Game"

Photos by Maureen Lee



Left, Jeff Runyan keeps the groove while John Bradford finds out Prado is as slick as they said it was!

#17 Larry Wilburn, currently in 2nd place, goes over the jump.

Below: Who's going to back off first? Wilburn on the inside, Bill Riley on the outside going into the back straight.

Below, number 91, Dusty Coppage finds Prado Park to his liking.

Right, Mike Van Acker #422 leans one over in the turn.

Left, Joe Hamilton has a group on his heels in the 200 Amateur class.

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1st RICH THORWALDSON

TRIUMPH

IT DOES REALLY

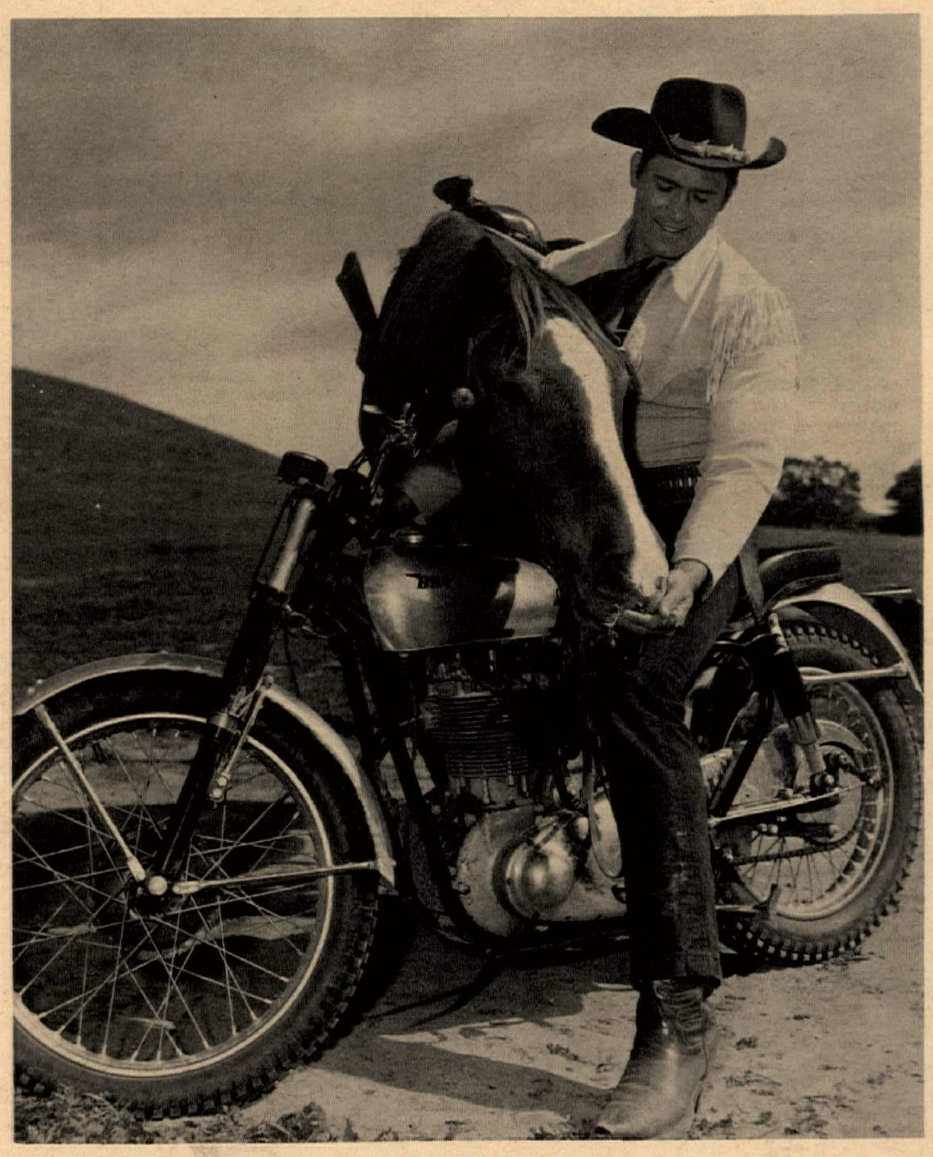
TV Star Exchanges Four Feet For Two Wheels

After seven prosperous years as the star of the TV series, "Cheyenne", Clint Walker has turned in his spurs! He laughs and says, "Money makes the mare go, but you can ride off into oblivion 'thataway', if you're not careful!"

The six-foot-six star has been tempted to take on other Western series TV shows, and doesn't mind admitting that he has been tempted by the financial advantages. "After all, I've been through some mighty lean years before coming to Hollywood...serving a hitch in the Navy and in the Merchant Marine, worked as a truck driver, an oil well rigger, sheet metal man, construction foreman, a cattle puncher and a deputy sheriff...so I had moments when I almost said 'yes'".

A turning point came when Clint was asked to do a guest spot on the Jack Benny Show. It gave him a chance to do comedy...kidding the whiskers off Westerns. It was a lot of fun for everyone concerned, but more than that, it led to a movie offer for Walker. "The picture was the Doris Day—Rock Hudson comedy, 'Send Me No Flowers', a transition all right, from fast-draw to slow drawl...I played a Texas millionaire." From this time on the movie parts and special appearances started coming as fast as he goes on either of his two motorcycles. Starting when he appeared in Sinatra's "None But the Brave", he has completed seven more pictures as well as appearances on the Lucille Ball series where he plays a hilarious comedy role as Lucy's romantic interest.

Walker lives with his wife and daughter in North Hollywood. He has a new Jeep with a winch that he uses on prospecting trips, and his other hobbies include knife-throwing and wood-carving (not necessarily at the same time). Clint has two motorcycles, (one of which is shown above) and considers desert riding and hill-climbing not only great sport but wonderful relaxation. Thus, Clint Walker adds his name to the list of the ever-growing coterie of celebrities who enjoy the good, clean fun of bike-riding coupled with the smog-free beauty of the great out-of-doors!



Clint Walker "kisses his horse g'bye" and takes to faster transportation.

Honda Observes 18th Anniversary

Tokyo, Japan — Honda Motor Co., Ltd. just observed its 18th anniversary. In 1948, when Japan was still in the postwar economic chaos, Honda Motor Co. was established with a capital of only $2,800. Who at that time would have imagined that it was to become the world's largest motorcycle manufacturer in less than two decades!

It was not by sheer luck or accident that Honda has achieved its present status and position. At one time after the end of the second world war, there there as many as 70 companies in Japan producing motorcycles. However, because of technological changes and stiff competition only seven remain. Honda with its constant and untiring efforts has become the world's largest motorcycle manufacturer.

Today, Honda's motorcycles account for more than 60% of the total of two-wheel vehicles produced in and exported from Japan, which has by far the largest motorcycle industry in the world.

Honda now has a capitalization of $25,250,000 with nearly 10,000 employees, produces motorcycles at the rate of 150,000 per month. In addition, Honda products include automobiles, trucks, portable power generators, multi-purpose engines and agricultural implements. They are produced at four ultra-modern factories.

Honda products, notably motorcycles, are being exported to about 130 countries in virtually every corner of the world. Also, Honda assembles its two-wheelers in Belgium, Costa Rica, Guatemala, South Korea, Nicaragua, Pakistan, the Philippines and Taiwan, all under the so-called "knock down" formula by providing local concerns with parts and technology. Similar ventures will be started shortly in South Africa, Malaysia, New Zealand, Thailand and Turkey.

Honda's overseas sales network consists of wholly-owned subsidiaries and local distributors. The subsidiaries are: American Honda Motor Co., Inc. in California, Honda (U.K.) Ltd. in London, European Honda Motor Trading GmbH in Hamburg, Honda France in Paris, S.A. Honda Motor N.V. in Brussels and Asian Honda Motor Co., Ltd. in Bangkok.

Sprockets TT Scrambles

By Stan Coffee

The Sprockets of Bakersfield returned to daytime action Sunday, the sixteenth of October and with some one hundred and twenty riders signed in, the action was hot, heavy and swift.

As so often happens lately, the two-hundreds and two-fiftys provided most of the excitement. Tracy Bright was the "Big Gun" among the two-hundreds. This young amateur put forth a masterful performance and was a picture of "full-lock" sliding perfection as he sailed through his first two heats unmolested and "cooled it" in the final moto for a first overall.

Tracy is fifteen years old and he has three more years to practice up for Ascot and San Gabriel, then — watch out!

Yawning in the Sweeper

Mike Couch, who finished second in the two-fifty novice go, could almost consider himself first, because Gary McLarty was so far ahead of the pack on his "Husky" that he really couldn't be considered a part of the race or for that matter the entire class. The two-fifty Novice Main is usually a tight, hard-fought, knock down, slambang affair, but with McLarty on the scene all the action takes place from second place on back. Several people claim they saw him yawn in the sweeper.

The two-fifty amateur run was a near repeat of the novice main at San Gabriel the Saturday night before. The only difference being Midge Griffith who was the third man in the Dan Reed. Joe Roseberry "Go-round" instead of Phil Todd. This time Reed came out on top with Griffith second and Roseberry on his Benelli right on his wheel for third.

After an extended absence Jeff (Mickey Mouse) Sperry returned to the Bakersfield track and took no time at all hitting the groove again on the Tex Thorpe Sprint with Three wire to wire wins in the fifteen-inch expert class. Don Harms from Fresno on another Sprint was second just nosing out Mike Linthicum.

The other classes were by no means dull. Randy Matthews once again swept the boards on his potent little Bridgestone in the fifty go rounds and Jim Owen and Augry Hensley on a matched set of Hodakas took the ninety novice and amateur classes respectively.

The Open Finals saw the "Snortin-Norton" of Bill Skinner put it on Don Cameron for the novice win, and "Jake" Griffith rode the same brand to victory over Harlan Hinkley's Triumph in the Expert Division with Ron Pierce on an Enfield heading the Amateurs.

The event was well run with very little time lost between rounds and a great deal of credit must be extended to the Sprockets for a first class day of racing.

(Results on page 16)

Although Sprockets Park features night time action our photographer doesn't. These shots were taken at the same place earlier in the season when daytime races were the thing. Left is George Omo Jr.

Photos by Dennis Greene

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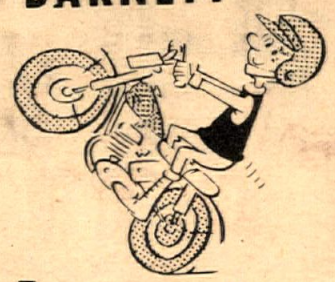

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Malcolm Smith rode his Swedish flyin' machine to yet another ovall victory.

SMITH WINS SPOKE BENDERS

By Dick Wright

About ten miles north of Victorville in terrain that was considered fast toolies, with an occasional two-foot rut or road crossing which made great picture-taking for the spectators, the Spoke Benders staged their Championship in the desert. It was a perfect banner start for the more than two hundred open class riders, with the smoke bomb set in a saddle between two hills. You could see the riders for about three miles on the slight uphill open terrain as they headed out for three thirty-mile loops over the same course.

Sunday was Malcolm Smith's day, who incidentally, just got back from Europe where he rode the six-day trials and received honorable mention for his fast feet-up style. Riding a 250 Husqvarna, he grabbed the lead about a half mile from the start. A spectator at the smoke bomb said he could see Malcolm with an approximate ¾ mile lead coming towards the bomb, with the dust boiling up behind him in a wide arc. Malcolm showed his real feet-up style on the fast, dusty course; the only time he got into trouble was just sixty feet before coming into the gas check, trying to make a forty-five degree turn and at the same time hitting a series of jumps, but today he could do no wrong, and he stayed in the saddle. He held about a twelve-minute lead, which is very good considering that he had to stop each lap to gas up as he was using a two-gallon scrambles tank.

Bob Ferro, Triumph's #2 open Expert, who has been consistently up in the first five for the last month, came in for a well-ridden second place over-all and first open Expert, J.N. Roberts, #451 on a 305 Honda, received first 21 Amateur laurels, which is getting to be quite a habit with Roberts. We don't know what he has done to the Honda, but he sure makes it fly.

There was a big battle between two amateurs, Oscar Thompson, #43, and Charlie Gates, #54X, with Oscar hitting the finish line by only a bike's length lead to take first open Amateur on his BSA, and Charlie right behind him, taking first 250 Amateur on his Bultaco.

Bob Arison #80 Open Expert, was really making the scene on the first 2 laps, running 5th on the 1st lap, but was beginning to tire, from being out of condition from a years' lay off, but was able to gun his Triumph in to round off the top ten finishers.

In the pits after the race, most of the riders agreed that the course was very fast and dusty, but well-limed and safety marked. Some of the riders pulled off the main trail to get out of the dust of the guys in front, and of course did not see the safety markings. This resulted in some spectacular two-wheel acrobatics while in third gear, which always makes for good bench racing — if you survive.

The Spoke Benders are to be congratulated for putting on a fine run, as their starting area and pit area and the checks were very well organized, which always makes for great racing.

TRAIL BIKES

The trail bikes went four laps on a separate ten-mile course which was very fast. Three-quarters of the course could be run in fourth gear. About two miles from the smoke bomb there were a series of three ditches about 2½ feet deep which you could not see until you were in them doing hand stands on your handle bars. If you moved off the course to get out of the other riders' dust, missed the safety markings, and were far enough up in the running to be riding over your head, you were in for some real trouble as a lot of riders got off in this spot on the first lap in the heavy dust.

The course also had a short sand wash which led to a thirty-foot high, almost straight-up hill in heavy shale rock, at the top of which was the first check. If that wasn't enough to keep you alert, they threw in a ten-foot drop off of about 2 degrees less than straight down into a sand wash crossing, and this one really made you hold your breath.

Earl Roeseler, #1 on a Zundap, held the lead for the first lap until Jack Morgan, #13 on a Hodaka, passed him three miles out of the gas check. Jack seemed to get his kicks out of this course. He was telling how he took the ten-foot drop off in third gear by mistake and got away with it. Jack held the lead for the rest of the race and came in for the win, with Earl Roeseler approximately two minutes behind him.

Frank Morgan, #89 on a Hodaka, moved up through the pack on each lap to take third place. Bob Steffan, #5 on a Hodaka, must have had Frank in his sights and was really turning the wick up, but was unable to catch him and settled for a solid fourth.

All the trail bike riders seemed to relish the course, even though it was occasionally hair-raising when you hit the dips at top speed in the open terrain. They also appreciated the fact that the Spoke Benders laid out a separate course especially designed for the little ones, which all added up to another good day's racing.

Above: Well, that's ONE way to travel in the desert, but Gary Conrad (below) goes faster on a Greeves.

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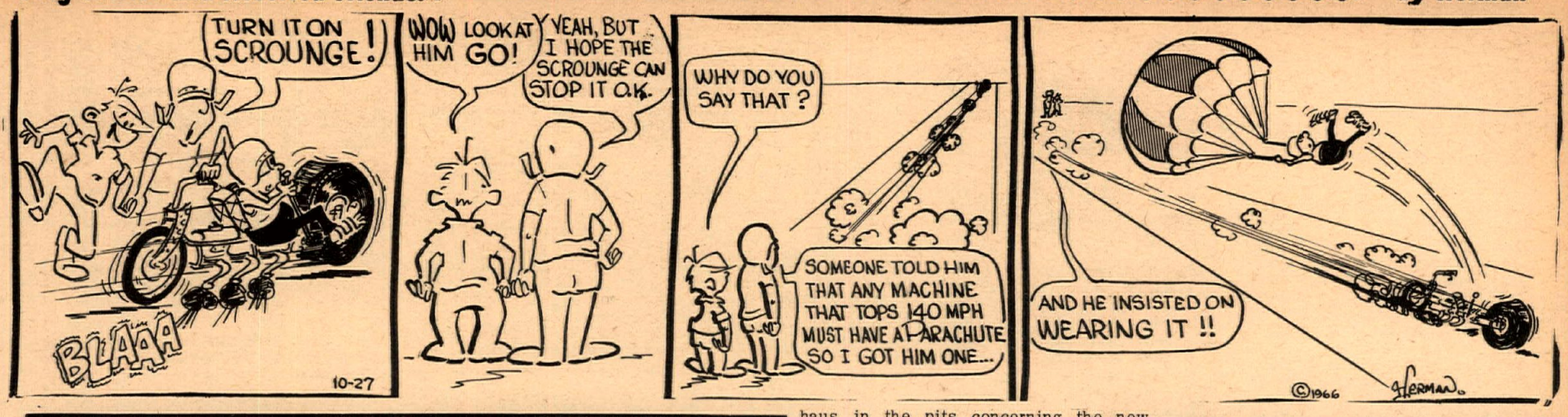
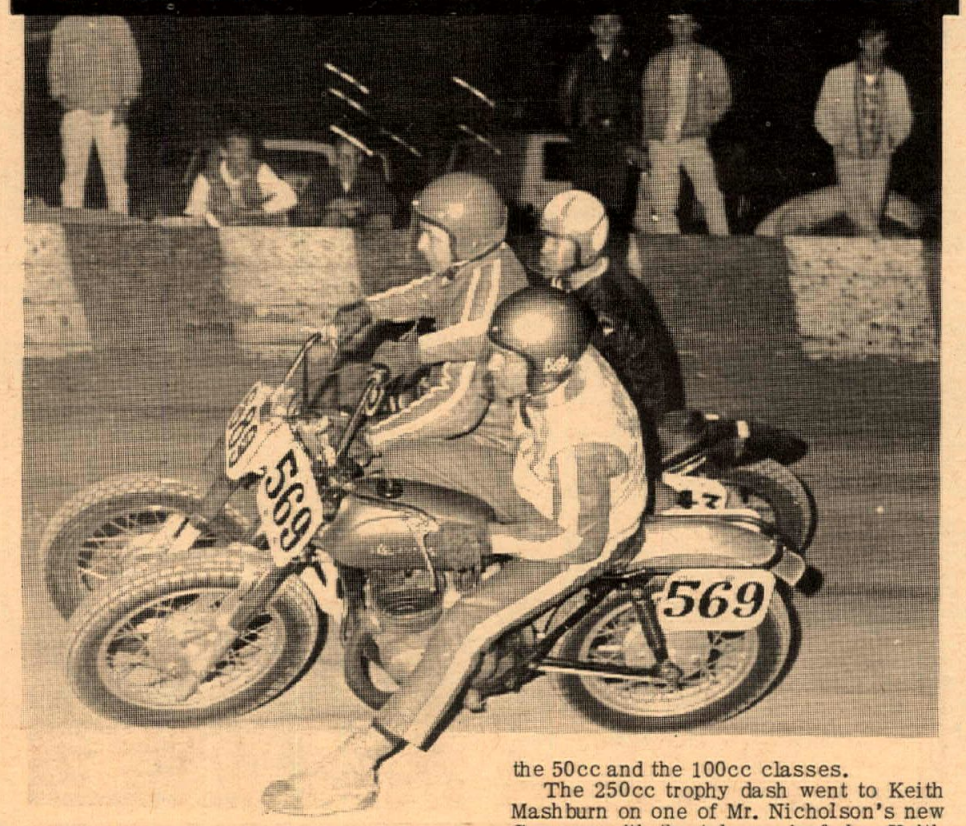
Plug Fowler and Assorted Friends... **by Herman**



SHORT TRACK SCENE



South Gate Raceway 10/20/66

Last Thurdsay night the fans witnessed one of the hairiest and wildest short track nights at South Gate Raceway this season. Competition was so close, and the riders are becoming so evenly matched, that it is now very difficult for six competitors to get through a 36 ft. corner all together, but they were trying. Consequently, any bobble would result in riders going down, and they did just that!

Very fortunately, there were no serious injuries, and most of the riders were able to return and compete if their equipment wasn't bent. The worst damage of the evening happened to Carl Sjolund in the semi-main event when he fell and sustained a cut over his right eyebrow which took a couple of stitches to close.

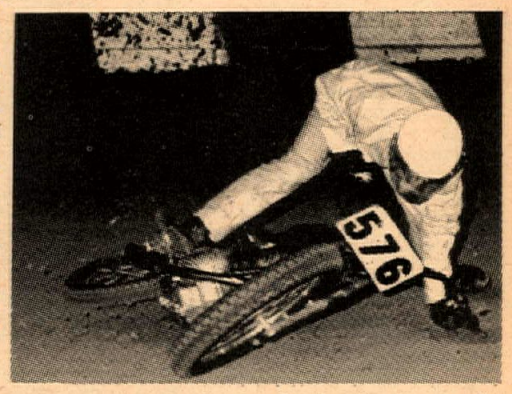
Gary Calkins got back into form in the heat race and won his event which moved him into the trophy dash, and for the first time in many months, Gary came out on top, winning the 100cc trophy. He didn't have quite the same luck in the 100cc main and finished third behind second place man Russ Robinson, the 100cc champion for 1967. Russ was unable to set by Paul Wilde and his new 100cc Yamaha with a JAP-type frame.

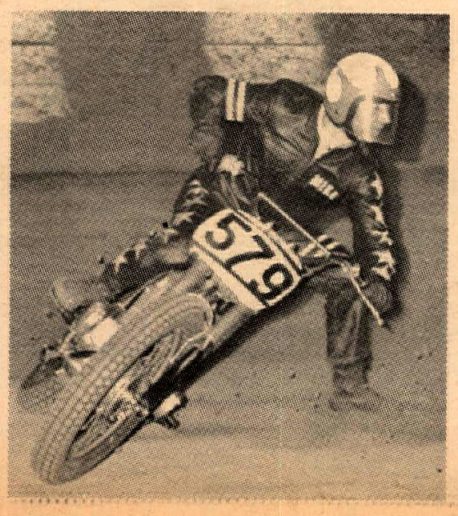
Wilde repeated his 100cc performance by winning the 50cc main event. In 2nd place and pushing Paul through the entire event was last year's 50cc champion, Dave Smith. These two will be getting together this Thursday night for the South Gate championship and it looks like there will be a Battle Royal in both the 50cc and the 100cc classes.

The 250cc trophy dash went to Keith Mashburn on one of Mr. Nicholson's new Greeves with the telescopic forks. Keith was able to repeat his performance and win the 250cc main event also. Second place went to Lee Stumpenhaus also Greeves mounted. Lee's new "secret weapon" didn't work out too well Thursday night and he was forced to stay back in second place spot. In third, and a new man to So. California short track racing, was Coco Campbell from Peru. Coco was mounted on Randy Layne's Honda and seemed to have no difficulty wheeling the large machine around the short course. Fourth spot went to Arvil Sparks on a Dot. Arvil had been a front contender earlier in the 15 lap event, but had some trouble on one of the corners, went wide and was never able to regain his front-running position. Arvil was competing on one of the Dots which is being imported by Jack Van Wyck. After the event talking to Lee Stumpenhaus in the pits concerning the new Greeves Keith Mashburn was riding, Lee stated that even though his "secret weapon" seemed to give him more power that the one Keith was riding, the Greeves with the new forks and the new wheelbase has much better handling qualities going in and coming out of the corners. So, we look forward to seeing more of these new machines out in the future.

This Thursday night will be the South Gate flat track championship and will close off the Short track season at South Gate for 1966. If you haven't had an opportunity to come out to short track racing this season, this will be your last chance this year.

(Results on page 16)





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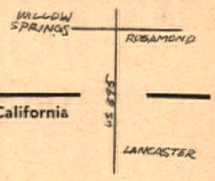

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RESULTS

BAKERSFIELD SCRAMBLES
October 16, 1966
Sprockets Park

Randy Matthews	Bri	1st Exp.
David Sprayberry	Yam	1st Nov.
David Matthews	Bri	
Stan Sanderson	Yam	
Jeff Johnson	Yam	

90cc NOVICE

Jim Owen	Hod
Jimmy Maxwell	Hod
Larry Melton	Hon
Jim McQuire	Hod
Terry Cox	Hon

90cc AM.–EXP.

Avery Hensley	Hod
Rick Blake	Hon
Richard Newby	Hod
Bob Elisarraras	Suz
Bill Woods	Hon

200cc NOVICE

Ron Marney	Bul
Dave Kuhnhoff	Bul
Everett Binkley	Bul
Mike Crum	Mon
Arnold Tull	Bul

200cc AMATEUR

Tracy Bright	Bul
Ron Spillman	Bri
Art Carter	Bul
Rick Elisarraras	Bul
Robert Timberlake	Bul

250cc NOVICE

Gary McLarty	Hus
Mike Couch	Duc
Raymond Tobey	Bul
Robert Dicely	Hon
Alan Gibbs	Bul
Mike Taylor	H-D

250 AMATEUR

Dan Reed	R.E.
Midge Griffith	Duc
Joe Roseberry	Ben
Don Hughes	Bul
Ron McGuire	Bul

250cc EXPERT

Jeff Sperry	H-D
Don Harms	H-D
Mike Linthicum	Hon
Joe Brown	CZ
George Francisco	Bul

500cc NOVICE

Lyman Woodcook	BSA
Mike Keen	Mat
Myram Kitchen	Duc
Chris Brown	Hon
Dan Gardner	Tri

500cc AMATEUR-EXPERT

Ray Anderson	Tri	1st Exp
Clarence Pittman	Tri	1st Am.
Ed Lambert	BSA	
Marshall Nichols	BSA	

OPEN NOVICE

Bill Skinner	Nor
Don Cameron	Tri
Gary Crouch	Tri
Frank Longacre	Tri
Joe Garban	BSA

OPEN AMATEUR-EXPERT

Alvin Griffith	Nor	1st exp.
Harlan Hinkley	Tri	
Ron Pierce	R.E.	1st amt.
Mickey Cox	Tri	
Bill Lamb	Tri	

ASCOT RESULTS
Friday Night Oct. 21, 1966

15 LAP EXPERT FINAL:

1. Sammy Tanner	BSA
2. Chris Draayer	H-D
3. Mel Lacher	H-D
4. Gene Romero	Tri
5. Chuck Jones	BSA
6. Guy Louis	Enf
7. Dan Haaby	BSA
8. Pat Gosch	Tri
9. Johnny Tibben	H-D
10. Ralph White	BSA

8 LAP NOVICE FINAL:

1. Larry Pruett	Yam
2. Mike Morton	Suz
3. Phil Todd	Hon
4. Marty MacDonald	H-D
5. Bruce Haserot	Yam
6. Jan Crawford	Hon
7. Carl Patrick	H-D
8. Len Earl	H-D
9. Don Roberts	Yam
10. Jim Wright	Mon

10 LAP AMATEUR FINAL:

1. Shorty Seaborne	BSA
2. John Carter	BSA
3. Ron Kruseman	BSA
4. Randy Say	BSA
5. Pete Bodette	H-D
6. Bert Ershig	BSA
7. Casper Grief	BSA
8. Larry Heinselman	H-D

SAN GABRIEL VALLEY
Saturday Night, Oct. 22. 1966

NOVICE MAIN 5:32.93

Mike Lithicum	Hon
Dan Reed	R.E.
John Sprague	Bul
Larry Wilburn	Bul
Don Harris	Hon

AMATEUR MAIN 6:45.41

Rich Thorwaldson	Tri
Jim Berry	Tri
Gary Bailey	Tri
Dewayne Keeter	Tri
Randy Say	BSA
Tim Harris	Tri
Butch Landguth	Tri

EXPERT MAIN 9:55.40

Dan Haaby	Tri
Gene Romero	Tri
Dusty Coppage	Tri
Eddie Mulder	Tri
Skip Van Leeuwen	Tri
Jack O'Brien	BSA
Pat Gosh	–
Guy Louis	Nor
Swede Savage	Tri
Chris Draayer	H-D
Steve Scott	Tri
Dave Palmer	Tri

TROPHY DASH 1:21.70

Jack O'Brien	BSA
Skip Van Leeuwen	Tri
Gene Romero	Tri
Dusty Coppage	Tri

EXPERT HEATS
Heat One 2.43.03

Dusty Coppage	Tri
Jack O'Brien	BSA

Heat Two

Gene Romero	Tri
Skip Van Leeuwen	Tri

LIONS DRAGS
October 23, 1966

TOP FUEL: Murray & Cook	Tri	9.79–156.79
C-STREET: Grand Hannah	Tri	12.63–103.80
D-STREET: LeRoy Wyman	Hon	13.65– 95.84
E-STREET: Dana Keniry	Hon	14.40– 89.55
F-STREET: Vince Rowles	Suz	14.02– 92.59
G-STREET: Dave Allee	Hon	15.28– 75.12
H-STREET: Keith Mayhue	MB	19.37– 60.56
D-GAS: M. Disharoon	Hon	13.20– 96.46
F-GAS: Bob Braverman	Yam	12.66–101.35
H-GAS: Jeff Guna	–	17.53– 57.00

IRWINDALE DRAGS
October 22, 1966

TOP FUEL: Murray & Cook	Tri	9.94–156.52
RUNNER-UP: Don Harris	Tri	Shut Off
AA/STREET: Fred Fuller	Har	14.69– 82.72
A/STREET: Jerry Shepherd	Har	14.53– 91.55
B/STREET: Dick Strickland	BSA	13.72– 98.79
C/STREET: Dennis Patriarca	Hon	14.58– 89.28
DD/STREET: Kurt Leonard	Hon	15.09– 85.95
E/STREET: John Holmes	Yam	15.34–82.79
C/GAS: Len Jasmin	Tri	13.79– 99.66

SPOKE BENDERS PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES
Unofficial Results
October 23, 1966

OVERALL

1. Malcolm Smith	250	Hus
2. Bob Ferro	1st Op.Ex.	Tri
3. Gary Conrad	2nd 250 Ex.	Gre
4. Gary Preston	2nd Op.Ex.	Tri
5. Don Watkins	3rd 250 Ex.	Gre
6. J.N.Roberts	1st 21 Am.	Hon
7. Dave Ekins	4th 250 Ex.	Bul
8. Oscar Thompson,	1st O Ex	BSA
9. Charlie Gates	1st 250 Am.	Bul
10. Bob Arison,	3rd Op. Ex.	Tri

Trail Bikes
Unofficial Results

Jack Morgan	Hod
Earl Roeseler	Zun
Frank Morgan	Hod
Bobby Steffan	Hod

BAY MARE TRACK
Sinners M.C. Oct. 23, 1966

50cc-AMATEUR

Jay Lewis	Yam
Mike Beanway	Hon
Mike Bast	Hon
Mike Van Scegam	Hon
Steve Bast	Hon

100cc AMATEUR

Ken Greene	Bri
Patrick Murphy	Hon
Tom Sherman	Hon
Jim Northern	Hon
Marty Endlers	Hon

125, 175, 200cc EXPERT

Jim Pecorilla	Bul
Lee Stumpenhaus	Gre
Frank Nestor	Bul
Mike Radner	Suz
Jim Connoly	Mon

125, 175cc AMATEUR

Wade Zimmeran	Bul
Dave Stroman	Bul
Craig Cove	Bul
Eric Smith	Bul
Mike Crum	Mon

200cc AMATEUR

John Riggen	Bul
Tom Warren	Bul
Patrick McGuine	Bul
Larry Nolan	Bul
Roy E. Prince	Bul

250cc EXPERT

Lee Stumpenhaus	Gre
Preston Petty	Gre
Ray McCarthy	Hus
Rick Jams	Bul
Jim Connolly	Gre

250cc NOVICE

Larry Shoemaker	Gre
Steve Stricklin	Mon
Dave Alleman	Bul
Larry Verdoorn	Bul
Danell Kilpatrick	Gre

SMALL BIKE SWEEPSTAKES

John Riggen	Bul
Ken Greene	Bri
Jim Pecorilla	Bul
Lee Stumpenhaus	Gre
Wade Zimmeran	Bul

350cc AMATEUR

Alex Chizauowssk	Hon
Richard Wuwder	Hon
Bob Dean	Hon
Eugene Smith	Hon
Bob Coleman	Hon

500cc EXPERT

L. K. Andrus	Tri
Bill McCoy	H-D
John Larsen	Tri
Richard O'Neal	Mat

500cc AMATEUR

Clell Alel	BSA
Dick Alexander	Tri
Chuck Berry	BSA

500cc NOVICE

Dave Bastian	Mat
Peter Wendorr	–
Ray Jordan	Mat
R.D. Carpenter	BSA
Bruce Haseot	Tri

650cc NOVICE

Lany Sboemoder	Tri
Brian Prosser	Tri
Ron Hugo	Tri
John Bedford	Tri
Dick Kellstrom	Tri

BIG BIKE SWEEPSTAKES

Lany Sboemoder	Tri
Bill McCoy	H-D
Ray Prettyman	Tri
L.K. Andrus	Tri

SOUTH GATE SHORT TRACK
October 20, 1966

100 TD

Gary Calkins	Yam

250 TD

Keith Mashburn	Gre

50cc MAIN

Paul Wilde	Yam
Dave Smith	Toh
Jim Raymond	Hon
Bob Lindsay	Yam

100cc MAIN

Paul Wilde	Yam
Russ Robinson	Yam
Gary Calkins	Yam
Dan Kelly	Hon
Marty Endless	Hon
Dave Smith	Hon

250cc MAIN

Keith Mashburn	Gre
Lee Stumpenhaus	Gre
Coco Campbell	Hon
Arvil Sparks	Dot
Merle Ham	Duc
Dwayne Lundberg	Bul

NOMADS RESULTS FROM OCT. 23 WILL APPEAR NEXT WEEK

10-15-66 at Cycleland Speedway, Chico, California

By John Noffsinger

Sunday, October 15th found the jump at Cycleland Speedway, Chico, Calif. changed, with the result that the riders could really put their bikes in the air. On several occasions one thought a rider coming over the jump might go completely backwards on his helmet. The pitch of the jump puts 'em that airborne.

In the 60cc class Dick Turner and his Honda simply ate up the other bikes, and he finished the race with over a half lap lead. Dick, number 38Q, is from Red Bluff and really knows how to fly. 74Q Loren Strong from Red Bluff on a Yamaha was second. 41R Steve Folks of Willows on a Honda was third.

The 90cc class was put away neatly by Tom Bruckenstein 89R riding Hodaka. Tom is from Orland, Calif. This rider is lightweight, relaxed, and appears to know how to handle his machine. Ron Harlon, 6R Yamaha from Oroville, Calif. was second. It appeared at one time Ron had caught Mr. Bruckenstein, however he missed third gear going over the jump, and Bruckenstein pulled away to win. Bob Brown, 30R on a Bridgestone from Chico was third.

Dan Drake, an old timer, on 83R Bultaco from Chico won the 200cc class in fine order. Tom Jones, 97Q Bultaco from Red Bluff was second. Third, was Ted Bare, 87Q Ossa from Red Bluff, California.

Bob Milligan, 21Q Bultaco from Red Bluff easily captured the 250cc class. Second was Dennis Chandler, 75Q Bultaco from Central Valley. James Dorsey, 65Q Bultaco from Anderson was third.

The open class was put away by Allan Boutwell, 56R BSA from Chico. Allan is an experienced, accomplished rider, and showed his heels to Dave Veffredo, 50R Triumph from Chico. Dave is an expert rider, and is regarded by many this area as one of the classy riders from the North State area. Larry Lindberg, 52Q BSA from Red Bluff was third.

Riders and spectators were hoping it would rain shortly, as the dust is really hard to control. The track at this time simply will not hold water, and after one race it becomes dusty, and rather dangerous. One at times cannot see those in front of him.

The next race at Cycleland Speedway, Chico, Calif. is on November the 6th.

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18 miles west of Mexicali, B.C. on Mexico Hwy. 2

NOV. 5th-6th
From sunrise – sunset

INTERNATIONAL SPEED TRIALS

All classes from 50cc–3000cc as listed in the '65–66 AMA Rule Book

Both 1 & 2 miles approaches to 132 ft.
Timed distance for qualifying runs

Sat. qualifiers try for official AMA 2 way mile records Sun. a.m.
Sun. qualifiers try for records Sun. p.m.

Mail entry fee – $10.00 for both days includes passes for three and five ride tickets to be picked up at gate. Use standard AMA Form and it must be postmarked by midnight October 29th.

Post entry $10.00 plus admission fee, day of entry

★ **Entry booth open 6 a.m.**
Extra rides $1.00 ea.
Trophies for all classes

$1.00 Admission
Children under 12
FREE

Facilities will include free family campground, toilets, concession stand and P.A. system. Timing by Otto Crocker. Sanctioned by AMA and Federacion Mexicana de Motoceclismo.

Mail Entries To: Bill Martin 1329 Hollywood Way
Burbank, California By October 29th

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YOU'VE LOST SPRINGFIELD
SUPPORT THE ONLY BIG ONE LEFT!!
Dirt Diggers Gran Prix
Nov. 19, 20.

DRAG RACING

By Bob Ebeling

"Pretty girls can be squeezed from hair cream tubes but quick elapsed times and fast speeds only come out of nitro cans."

Murray and Cook squeezed the can into two Triumph engines for a double victory over the Saturday and Sunday racing action at Irwindale Raceway and Lions drag strip. Their performances were consistently within the high nine second bracket and the best miles per hour figure reads 156.79.

Two Easy?

There is no such thing as an easy victory, even though a competitor is noticeably slower. The element of chance is a little demon perched on every racer's pillion.

Saturday the purse at Irwindale totaled two hundred dollars and it was to be divided among the top eight bikes with first round losers collecting $10; second round $20; runner up $40 and top bike $80. The only reason I divulge this detailed information is that some creditors may expect payments in the mail soon. And who can pay?

The list of top eight qualifiers was rather surprising when some of the faster competition arrived late and received only one chance to make it — and muffed it.

Joe Smith, Harley-Davidson; George Tupper, Harley-Davidson; Don McEvoy, Triumph; Bob Ebeling, Triumph; Don Harris, Triumph; Murray and Cook, Triumph; John Eastes, Harley-Davidson; Ron Knapp, Yamaha were the eight contenders and the first race saw Joe Smith paired with George Tupper, both Harley mounted. That little demon I mentioned earlier jumped into Joe's engine and he was unable to fire which gave an automatic victory to George, who made an easy single run. Part two of round one gave us Don Harris and Ron Knapp. Don with his 650cc Triumph fueler and Ron aboard the 250cc Yamaha that is quick and fast thanks to a great weight to power ratio. Don Harris won the round and shut off early due to low oil pressure. Don turned 11.75 elapsed time and 125.00 for speed. Ron Knapp made it to the finish lights at 12.98 seconds and 99.33 miles per hour.

A little one sided maybe, but the next race was between Johnnie Eastes' Harley-Davidson Sportster and Murray and Cooks' twin engine Triumph. Johnnie tried hard, in fact he beat the double about ten feet off the line but that is as far as it went in street bike ahead of fueler. Murray and Cook took the win turning a 9.91 E.T. to Johnnie Eastes 13.46.

The final part of round one found Ebeling's bike minus a rider due to the pit direction duties and Jim Cook was drafted for the empty seat when he returned from his race with Eastes.

Tom Whiteman was the able rider on McEvoys Triumph single and all signs pointed to a close race. Then, unexpected as usual, that da-ned demon poked up its nasty head. Jim Cook did everything but light matches to get Ebeling's Triumph to fire with no luck, so Tom Whiteman took a single for the win.

Round Two

The field was cut in half and Mc Evoy vs Don Harris were the next to meet and cut the field by one. Whiteman and Harris came off the line in a rip and tuck battle until a shriek of sickening high R.P.M. told us Tom's trans had popped out of gear. Don took this round turning 11.75 E.T. and 125 mph. Tom took the McEvoy machine through the clocks at 11.99 seconds.

Again a reduction in competitors when Murray and Cook's Triumph staged against George Tupper's Harley. George had traveled the distance from San Diego, Calif. to try the traction in this area but brought along mechanical problems. The twin engine Flustration did it again in the 9 second realm and the actual winning E.T. was 9.91 to George's 14.15 elapsed time.

Final Round

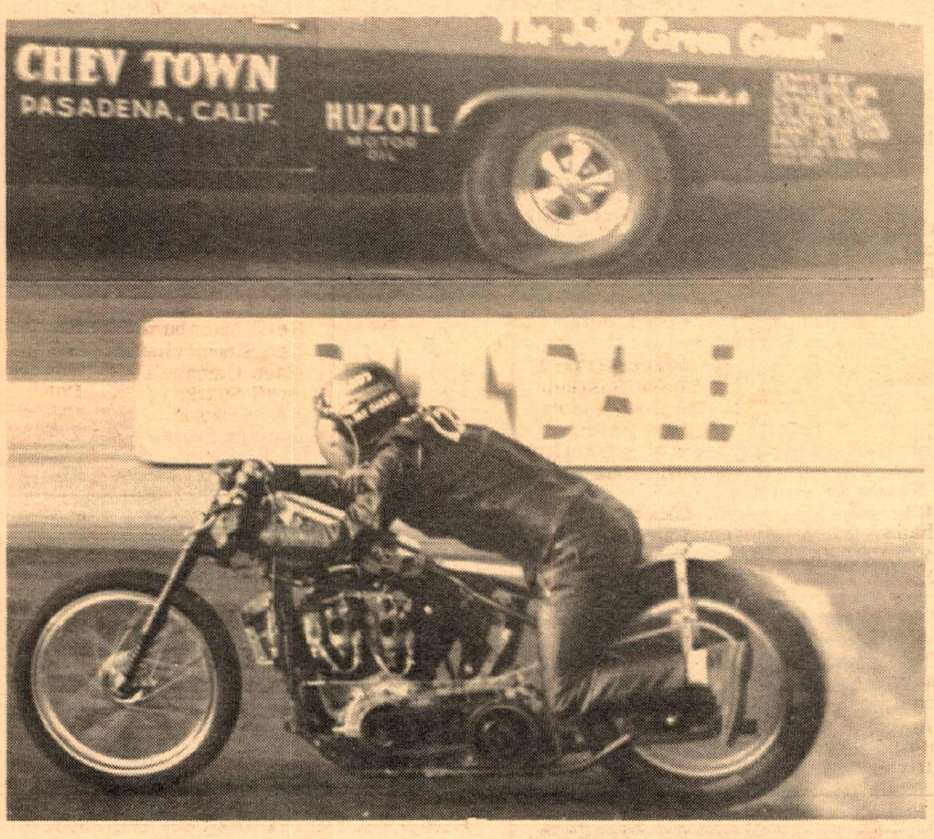
Don Harris was taking a big chance in this final race for top bike. His engine showed a complete loss of oil pressure but rather than wave a black flag, Don fired for the joust with the Foothill Cycle Center dreadnaught of Murray and Cook. The green light sent both bikes out the gate with lots of tire smoke in a lunge for the final time clocks, Halfway down Don saw a rear view of the big Triumph double and shut off to save the lower end. Murray and Cook won the top bike award with a 9.94 — 156.52 run.

Lions Top Fuel

Four of the best were placed in contention for the winners purse and one by one they fell aside to the rubber burning, 9-second consistency of Murray and Cook.

Don Harris was riding for Rich Richards of Bonneville fame and Sonny Raslawski was there to try for a lions

(Continued on page 18)



Harley Vs. Chevy. Harley won.

Below: Talk about good company!

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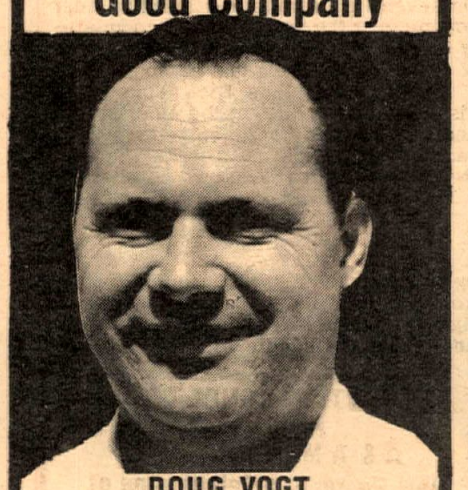

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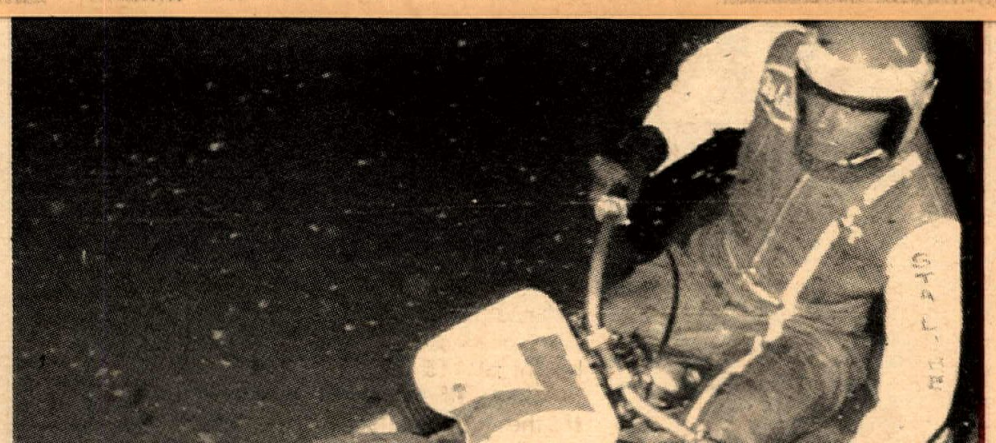

Photo by Don Durbin — Bob Michaels' "Black Knight" Harley — off the line at Lions.

CYCLE ALLEY—Continued

share of the Lions pot. Bob Micheals was fourth contender on his "Black Knight" Harley-Davidson.

Since the brand names were divided evenly, the competition was Harley vs Triumph. Bob Micheals was placed on the electric starters alongside Don Harris and each fired with no sign of trouble. Suddenly oil grew in a large puddle below the Richards Triumph and it was shut off. Micheals won it as a single.

Next out was Sonny Raslawski and

13.58 seconds. Bob's crew wiped the tire down and sent him off in a run to back up the record and he did the duty turning 13.68 elapsed time.

Foggy Crystal Ball

I gazed into my crystal ball for the future of 1967 but due to the heavy weekends racing I could only see foggy images.

Such as an all bike drag meet at the Stardust Raceway in Las Vegas, Nevada and the A.H.R.A. Winter Championships at Phoenix, Arizona. The crystal ball was so clouded I could have sworn I

HACK TRACKS

By "Red Mountain Ralph"

To further clarify our category, it seems some are aware of Sidecars in solely the drinkable manner. A sidehack is an abbreviated form of a sidecar, normally homemade, with the road body removed, and so-called panic bars added for the passenger's gymnastics. Although none of the sidehack rigs at present can boast of much comfort, they have always found a hardy passenger to endure the platforms for a race. But no one wants to ride two in a row.

The passenger's prime function is to provide ballast, and in cornering to counteract the centrifugal forces exerted (also the extra brawn comes in handy

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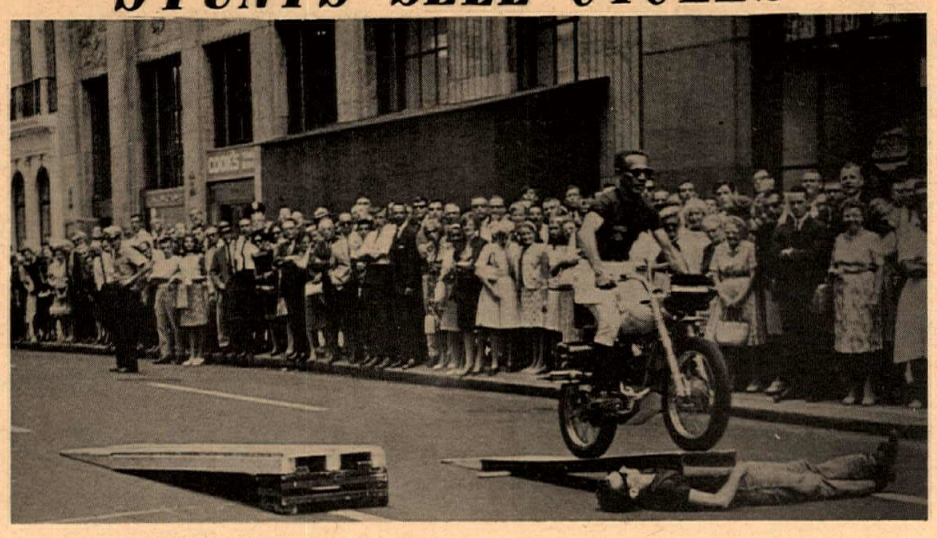


Walnut Street is in the heart of Philadelphia. It is a busy street with a heavy flow of traffic and at lunch hour the pavements are jammed with business people on their way to lunch.

Last Tuesday, however, traffic was detoured and people were lined up 4 deep on both sides of Walnut Street, attracted by the roar of motorcyclists racing up and down the street, making sure everything was in order for their appearance on the nationally syndicated Mike Douglas television show.

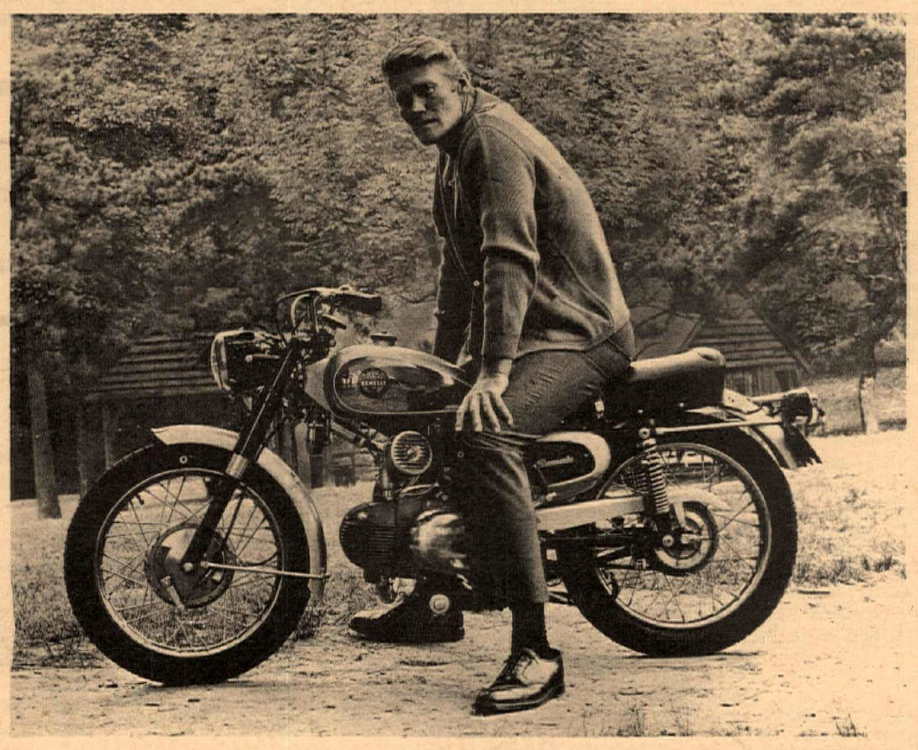
As practice continued the crowd grew. Suddenly, a collective "oooh" went out from the crowd, directed at Mike Douglas, Milton Berle, James Darren, Miss Benelli and the man who stands out in any crowd, 6'6" Chuck (the Rifleman) Conners.

As they approached the street, Ken Butler, world famous trick rider, came busting through a sign on his Benelli 125 Cobra scrambler and zoomed up to the pavement. Ken spoke to the celebrities and then turned the demonstration over to Miss Benelli who described the stunts that were about to be done.

Wheelies and spins were performed on a Benelli 250 Barracuda and then Ken Butler did his human prop act where he rides the Cobra scrambler over one of his assistants.

After this trick a square frame was set afire and a ramp put in place. At this point, Chuck Conners (who has been riding for about a month) was prompted to do the stunt. With the crowd cheering him on, he mounted the Benelli Barracuda and took a practice run down the street. Having the feel of the bike, he signalled he was ready. Again, the hush set into the crowd as he revved the Barracuda and got himself ready. Then off he went. Off the ramp, flying through the flaming barracade and managing a perfect landing. A sigh of relief went up from the crowd and then tremendous applause for the star. The four celebrities were then about to have a race on Benelli 50cc automatics when time ran out and it had to be put off for another time.

We can't be sure that Chuck Conners will be attempting this fire jump every free minute he has, but readers on the west coast will see him riding along on his new Benelli 250cc Barracuda he picked up at Cooper Motors, the Benelli distributor in Burbank, California.



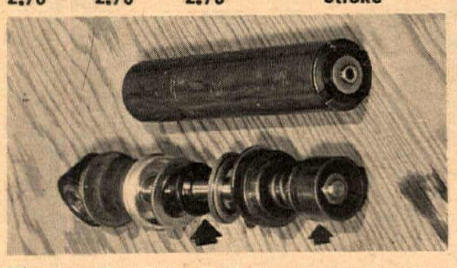
BACKSIDE CERIANIS NOW READY

The legendary aspects of the Ceriani forks having now been well-proven in local as well as international competition, Steen's announces the arrival of the first shipment of rear suspension units from this same well-known Italian firm. Subjected to rigorous testing here, the new units reflect the development and findings of a year's study. Three basic types are available, from lightweight for off-road use and the roadracer special with aluminum body, saving 1½ lbs. in weight. The latter are also acceptible for street use. Seven models fill the range and all sell for $39.95 a pair. The units are easily and completely rebuildable with the normal replacement parts costing less than a dollar. All are available from Steen's across the counter at 1635 West Valley Blvd. in Alhambra or by mail if you aren't close by. Mail address is Box 2276 Alhambra, California 91803.

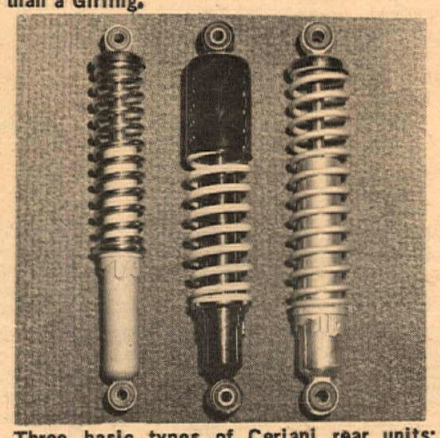
Specs are as follows:

Lightweight		Moto-Cross		
425-305	425-325	350-305	350-325	
11-7/8	12-3/4	11-7/8	12-3/4	
85#	85#	100#	100#	
2.40"	2.40"	3.35"	3.35"	

Roadracer			Type
404-290	404-305	404-325	Number
11-1/2	11-7/8	12-3/4	Length (center to center of attaching loops)
60#	60#	60#	Spring Rate
2.78"	2.78"	2.78"	Stroke



The innards of the Ceriani rear suspension unit as used on the Moto-Cross. Note larger than usual body, permitting a large area piston to be used with an effect like that of a bigger parachute. The piston is fitted with a ring and special neoprene shaft seal (arrows) which eventually wear out. Rebuilding is easy for less than a dollar. Travel on the Cerianis is 3.35" – about an inch more than a Girling.



Three basic types of Ceriani rear units: 425 Lightweight for up to 150cc trail and off-road competition including scrambling. 350 Moto-Cross, ideal for desert racers and rough scrambling on bikes from 250 to 650 displacement. (Over-all winner of the Buzzards' State Championship Hare Scrambles, Bob Belt, used Cerianis front and rear on his Greeves Challenger.) Both units have three-position adjustment for jacking the spring rates. Alloy 404 Roadracer reduces weight by 1½ lbs., has five positions to regulate spring rates. All the units feature a heavy (.435-inch) actuating rod for greatest resistance to bending.

CYCLE TYPES

#1 — The Bashful Champion

BOONE TO SAFETY

Pat Boone, singing star and avid sportcycle enthusiast, reviews safety tips with O. Suzuki, president of U.S. Suzuki Motor Corporation. U.S. Suzuki has published a complete guide, "Freedom of the Road", for the sportcyclist, containing tips on both street and trail riding. The booklet is being made available through all Suzuki dealers. Copies are also available by writing directly to U.S. Suzuki Motor Corporation, 13767 Freeway Drive, Dept. CN, Santa Fe Calif., Attn: Mr. Walt Berk.

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NEW $1,300,000 HOME FOR SUZUKI

Just three years after their introduction into the United States, U.S. Suzuki Motor Corporation is marking the anniversary with the opening of a new 1.3 million dollar facility in Santa Fe Springs, Calif., with official dedication ceremonies set for October 27, 1966.

The new U.S. headquarters for the "world's largest manufacturer of two-stroke engines and sportcycles" occupies over 80,000 square feet of both offices and parts warehouse.

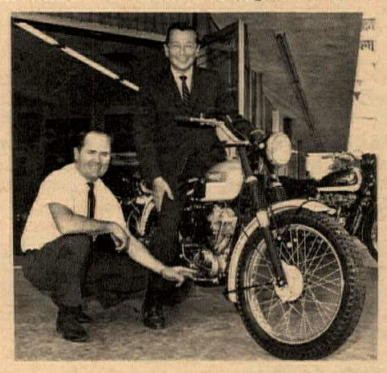
Designed with a spectacular 75-foot high, pagoda shaped entry, the reception lobby, within the pagoda, has authentic Japanese sand gardens, and a large display of Suzuki motorcycles placed upon rocks in the gardens.

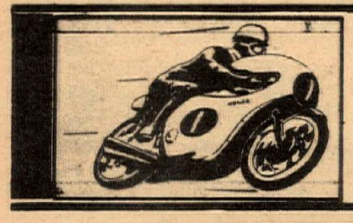
Completely air conditioned, the building is designed to accommodate some 200 employees, and features employee cafeteria and patio dining area.

Also housed in the new headquarters is the firm's new 1440 computer system.

New Bike for Sportscaster

"Hello there sports fans--time to call them as we see them..." Gil Stratton, well known CBS sportscaster is shown here as he takes delivery of a new Triumph Cub from John McLaughlin of McLaughlin Motors in Duarte. Gil, who is seen every week-night on channel 2, purchases a new Triumph every year.

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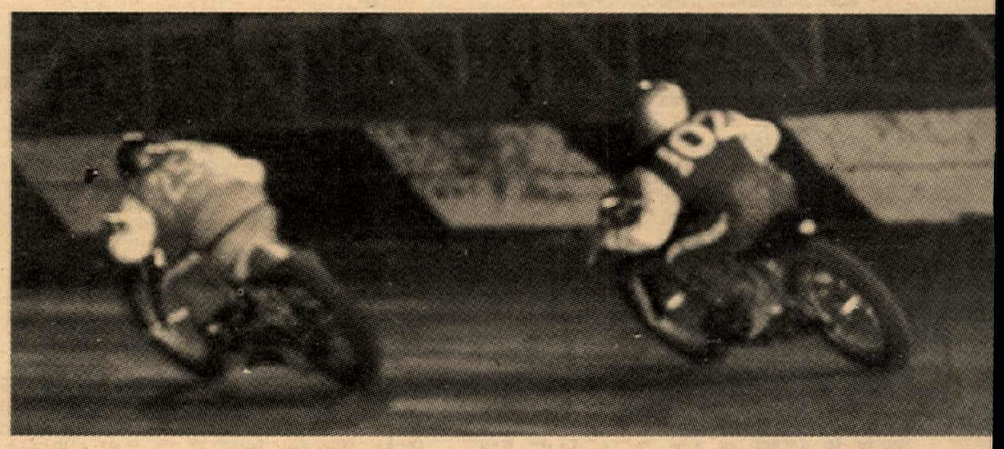
By Roxy Rockwood

THE FINISH LINE



Not one, not two, but three big ones are coming up this weekend for Southern California on Friday and Saturday nights and Sunday afternoon. All three are within shouting distance of each other and there are no two alike.

We're talking of course of the half mile on Friday night at Ascot, the Saturday night TT at San Gabriel Raceway and the first time quarter mile race for the lightweights at Ascot on Sunday afternoon.

A busy weekend for such a late time of the season but it is really going to happen. A race for every type of dirt racing and all in one weekend.

The half mile season continues to have its surprises even though it is just about to end. The TT at San Gabriel Valley Raceway still has weekly upsets as the track is being changed everytime out until the fastest and best combination comes up.

The quarter mile at Ascot on Sunday will be a surprise any way you look at it. No rider has ever ridden the track and the Novices who have a full season of small bike racing behind them may get a chance to out-do the Experts and Amateurs.

It will be the first daytime oval race at Ascot since March of 1959. That one, on the half mile, had lots of surprises also.

Riders like Morton, Pruett and Mac Donald and Todd may give the stars a hard afternoon as they will be on fast, reliable equipment that they have been running all season long.

Big bike stars such as Tanner, White and Haaby will have to borrow a strange rig and try and beat the well-seasoned novice riders. A guy like Steve Scott could have his biggest afternoon as a professional rider as he can do amazing things with a lightweight, on occasion.

It is the only time we can think of that all three types of professional dirt track racing have been offered to the riders and fans in the L.A. area on the same weekend. If the quarter-mile races are a success you may find more of them running during the winter months as it is getting close to the lightweight time of the year with the Long Beach Arena getting ready to open on Saturday night, November 19th.

Between Ascot and Long Beach enough races could be run between November and the middle of March to make it interesting enough to finally get small bike racing going in the area on a full-bore basis.

SGV Raceway

That new TT track at Irwindale continues to be full of surprises. It is starting to make a habit of putting new names and faces in the winner's circle on every Saturday night. The show will probably switch to Sunday afternoon at SGVR after this week and could again come up with new winners under the sun, instead of the lights.

Nixon Nixes Nipponese

Congratulations to Gary Nixon and Yamaha. Gary won the junior (production) division of the Grand Prix of Japan two weeks ago and did it by eleven seconds over some of the best racing talent in the world.

Not bad for a converted dirt tracker who was "just another expert" a few short years ago. Thanks to Yamaha for giving a top AMA rider a chance to show what he could do.

The overseas woods are full of unknowns who are passing themselves off as top American road racers with little results. Nixon finally got the chance to show them what a really good American racer goes like.

This single event may now open the door for the many more top road racers to go over and take a shot at the rest of the world. For too long a time foreign distributors have been looking elsewhere for riders when it comes to filling a team slot.

Nixon rode a production Yamaha 250cc job and did a tremendous job of racing. Wonder what he could do on one of the factory "works" racers? I have an idea, and so do a lot of other people. Yamaha can add another first to their long list by seeing that riders like Nixon get the chance on these machines in the '67 events.

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$2 — 25 words

$1 — 10 words

Ads offering anything to give away or trade - FREE

TREASURES AND TRASH!

SELL IT, TRADE IT, DUMP IT OR GIVE IT AWAY!!! Through the Want Ad section of Cycle News, you'll reach the guys and gals who are interested in the stuff that might have been the object of your dreams a few months back.

Now is one of the few times that anyone will ever give you something for nothing. If you want to trade or give something away Cycle News will run your ad for free providing it is ten words or less.

Got some kittens you want to unload on some poor, unsuspecting fool? Want to give away your mother-in-law? Do you have a forty-year-old wife that you're willing to trade for two twenty-year-olds? Put it in ten words or less and Cycle News will run your ad for free.

Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

NEW WANT AD RATES

10 words or less, plus address and telephone number -- $1.00.
25 words or less, plus address and telephone number -- $2.00.
Headline in bold type -- $1.00 extra.
Picture (supplied by you) -- $3.00 extra.
Deadline for all want ad copy is noon, Monday of the week in which the ad will appear.

'64 H-D XLCH low mileage, original stock condition $1095.00. Phone 322-1606.

1961 GREEVES eng. and trans. just overhauled. New alfa lower end, new cylinder and challenger piston, 3 gal. tank, excellent condition. $385. Phone GA 4-0083.

62 PARILLA Grand Sport 250cc road racer, lights, clip-ons 1900 miles since new, for street and/or Production races, like new runs perfect top speed over 100 mph. Phone GA 4-0083. 3 extra sprockets $375.00.

ROAD RACER—175cc Ducati Fresh eng., Fairing, many extras, gearing, batteries, oil, etc., etc. $300.00. HO 5-0289, Berry.

STREET/ROAD RACER 175cc Montessa. Lic., lights, very fast engine 1200 miles. Avon racing and Perilla tires, extra gears, oil, parts. $475.00. HO 5-0289, Berry.

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'67 Matchless G85CS brand new, never ridden $1250.00. Steve, 241-8283.

WANTED—250cc Bultaco TT engine or head and barrel. Telephone: 861-6947.

1966 TRIUMPH Bonnevilles. Triumph-Suzuki of Pomona, 1049 W. 5th, Pomona, Calif. Phone: 714-629-8642.

MUST SELL — 650 Twin Matchless 1954 $125.00. Call 782-6385.

EXPERIENCED BSA MECHANIC NEEDED

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HELP

PHOTOGRAPHERS: Dirt Diggers M.C. need photos of previous Corriganville Grand Prix Races to use in '66 Program. Contact: Don Kemp, 1817 Dewey St., Santa Monica. Phone: EX. 2-1258.

'66' BSA 650cc Hornet less than a thousand miles $895.00 incl. lights, tach, license. Ph. HO 4-5865.

1965 GREEVES Challenger — good shape — desert seat $450.00. TE 3-3280.

LATE '64 BSA Lightning; Immaculate; 10,000 miles; GA 7-5032.

FOR SALE—1966 Honda CL 160 in excellent condition. Have enlisted in Air Force. Must sell. $450. Call 868-2124 after 3 p.m.

FOUND—ZIPPO LIGHTER at the Ensenada Poker Run — found in Park at Ensenada. Give us the inscription and its yours. Cycle News, Phone 423-0431.

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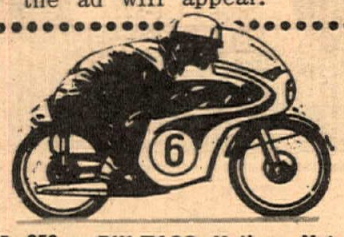
1966 CRTT Sprint Road Racer, like Cal Rayborn. Ran once, fairing, gearing, avons. $1000.00. Call (714) 442-5644 before 5 (714) 479-5691 after 6. Chuck Baker, 311 Sunswept San Diego, Calif.

ALL NEW G85 MATCHLESS 300 lb.-500cc single. Ace Bike Shop, 1100 E. Artesia Long Beach, Calif.



1965 250cc BULTACO Metisse Motocross $495.00—256 South Lemon St., Orange, Calif. Phone: 633-6563.

1966 TRIUMPH Bonnevilles. Triumph-Suzuki of Pomona, 1049 W. 5th, Pomona, Calif. Phone: 714-629-8642.

FOR SALE—1965 Honda CR110 dual overhead cam, 8 speed factory 50cc road racer fairing, also factory CB77 racing cams, $600.00 bike, $35.00 cams. Phone: 408-244-6505.

TRADE — Bultaco Matador high gear set for Sherpa high gear set. William Lindsay, 19948 Acre St., Northridge, Calif.

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TRADE — Beer Bar refrigerator. Holds ½ keg or ¼ keg — for running 50cc or ?? FR 4-2931.

TRADE — 1954 Packard Hearse for 15" Jawa or ? Dick, 757-3285.

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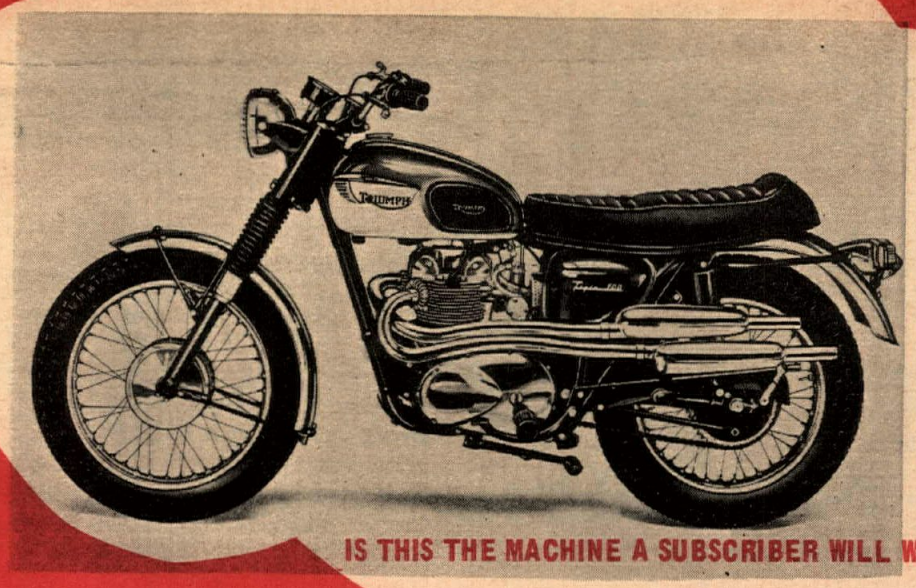

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